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OLD GLORY
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This old DAF 85CF wrecker was snapped on a shopping trip in Peterborough in December 2016 thanks to the camera on a trusty iPhone!



welcome

Welcome to the first issue of a new year, and indeed a new decade. I saw a lot of people doing the ten year challenge to compare how they looked on January 1 2010 and then again on New Year's day on 2020.

It made me think what the same would be for trucks, and it's amazing how much the truck world had changed in the last ten years. Back on January 1 2010 we had Euro 5. Merc, Volvo, Scania, Renault and Iveco all had completely different cabs to the trucks they produce today.

Like most of you I dare say, I have a smart phone, and it proves invaluable for taking pictures. Having a camera with me pretty much all the time reaps dividends as I can snap trucks even on the most mundane of days. For example, I was walking back to Leeds station one morning before Christmas just as the shops were preparing for opening

and was able to snap a few trucks making deliveries to stores as I walked.

None were – currently – exceptionally 'exciting' or 'unusual', but in years to come, who knows; they might well be. I managed to get a few snaps in the 1980s and 1990s, but the costs of buying and then developing film, and also have to carry a hefty camera around with me, meant I didn't take as many pictures as I'd have liked. Certainly nothing in the league of the likes of Peter Davies.

But now I can. I can shoot anything – like that white DAF CF delivering to supermarket while my wife picked up the Christmas turkey! Or that new mirrorless Merc Actros while I was waiting on the school run... or that Volvo FM11 while I was on a night out the recently! Such pics could be useful in ten or 20 years; but just imagine being able to have done the same in the 80s or 90s and freely shooting all those F12s, ERF E series or Scania 112s we took for

granted, let alone the rarities like Steyrs, Pegasos and Kenworths that were still part of the UK truck scene!

Camera phones are also pretty good for night pictures – especially if the truck is parked close to some streetlighting. Even moving trucks can be snapped satisfactorily on some camera phones.

Yes, I'll still use my digital SLR for pre-arranged shoots and truck shows but my trusty phone is worth its weight in gold. I even use it to take calls from time to time!

As always you can follow us on twitter (@TruckClassic), Facebook or send me your comments via e-mail (pip.dunn@kelsey.co.uk) but in the meantime, enjoy the issue! 📱

Pip Dunn, Editor

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CLASSIC TRUCK

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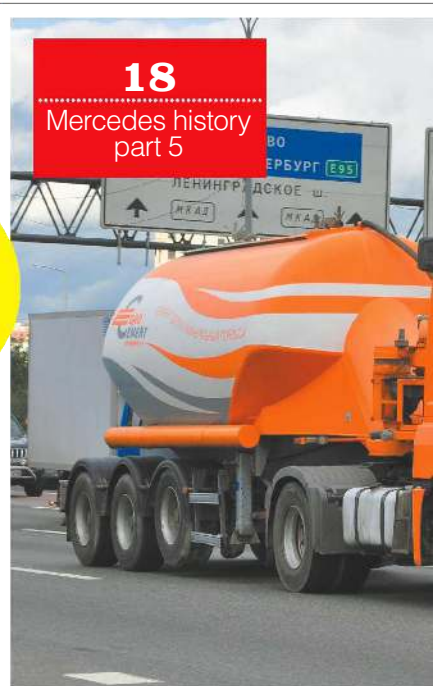
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Old foes, now

The 1970s were an interesting time for hauliers and truck enthusiasts alike, but British manufacturers faced an onslaught from their European rivals. Now the dust has settled, rivals from Volvo and ERF are now happy stablemates at Harper's Haulage

The 1970s saw a lot of development in trucks in the UK, and there were two main reasons for this. Scania devised the 110/140 series in the late 1960s while Volvo launched the F88. These two trucks alone were head and shoulders above the kit the Brits were

making at the dawn of the 1970s. It was a case of catch up and [try to] keep up. Or wither and die. Some did the former, others suffered the latter.

The Volvo F88 was an iconic beast of the 1970s. The cab first appeared in 1964 on the L4956 Tiptop; the first ever heavy and powerful cabover truck made by a

European manufacturer. It was a step change in quality and working environment for drivers. It wasn't initially available in the UK and indeed it was – technically – short-lived as the following year it was rebadged as the F88. It appeared in the UK in the late 1960s and was joined in 1970 by the bigger F89 with



Two classics of the 1970s – which were rivals in their time! ERF B series and Volvo F88.

friends

the 12-litre 330hp engine, although this was left hand drive only and consequently, only a small seller in the UK.

Meanwhile, back at home, until 1974, the 'jewel in the crown' of the ERF catalogue was the A-series, introduced in 1972 with a now-dated cab that had first appeared in 1962 on the LV series. In 1974, however, with an all-new cab, the B series broke cover and it was a major improvement. It was launched at the London Commercial Motor Show.

It's easy, and lazy, to naturally berate British cabs of the 1970s compared with their European counterparts, but the reality was the B series was a darn good

cab. It was actually much better than the F88 and a match for many of the European cabs of the time. Interestingly, Seddon Atkinson with its 400 and Bedford with its TM also both had excellent cabs at the time; both available as day and sleepers and so allowing UK hauliers to use British trucks even when travelling long distances and into Europe, and beyond.

Today, however, examples of F88s and B series are sought after and very popular on the heritage scene. And that is why I've come to Harpers Haulage at Ramsey to meet Jonathan and Nigel Harper and his Nigel's sons Adam and Matthew, owners

of superbly restored examples of both models. To get into the mid-1970s feel, I've even popped a bit of Sex Pistols on the stereo on my drive to rural Cambridgeshire!

A SWEDISH CLASSIC

The F88 is a truly interesting machine, because the first thing you notice about it is it's left hand drive! And that's because EWV169L is actually an import. It was sold new to an operator in Portugal in 1973, and he used it for daily work hauling fruit in the Algarve until, believe it or not, 2014! Achieving a 41-year working life means he certainly got his value for money out of it!



ABOVE The Volvo spent 41 years working in Portugal before being imported to the UK and sold to Harper's.

"It still had an MoT," says Jonathan, "which is a six-monthly requirement in Portugal." So how did a haulage company in Cambridgeshire come to buy a Portuguese F88?

"We saw it on eBay being sold by Dave Gilmour in Poole. We kept looking at it, and the price was static. We'd been after an F88 so eventually we took the plunge we bid on it."

The truck had been driven from

Portugal to Santander and taken by ship to Poole. Dave acquired it purely to sell on. "We bought it there and then, without actually inspecting it. We paid £8,750 for it... then me, Adam and Jonathan went to Poole to actually see it in the flesh!"

Under the single-bunk sleeper cab is Volvo's tried and tested – and very popular – 9.6-litre 240hp engine. A real classic of the 1970s scene.

Having secured the truck, Jonathan



ABOVE Jonathan and Nigel Harper flank their dad, and founder of the firm, Peter. Diesel the dog gets in on the photo call!

drove to Poole with a low loader to collect it. Then the hard work started, although in fairness, the truck was in very good condition. Says Nigel: "Every panel on it was original! It took us 12 months to get it in good enough condition to go for its first [MoT] test."

Because it had worked in a hot climate it had never had antifreeze in it, so that needed to be addressed. The brake valves had all leaked. Adds Nigel: "We went through all the brakes and got them sorted. It needed new headlights, mudguards and six new tyres, and a manufacturer's plate, which the Volvo dealer at Ely managed to source for us."

The truck was MoT'd in November 2015 and passed. "It's fully road legal now, and we can, and do, run it on the road occasionally." It's been a visitor at Truckfest, Gaydon and Newark but Jonathan would like to take it to more shows... "but we are too busy!" he laughs.

Interestingly, Harper's – which celebrated its 50 years in business in 2012 – never actually operated F88s, "but we always wanted one, especially a left hand drive one. I just liked it! We've put a



The B Series was ERF's answer to take on the Volvo F88.

“Only the left hand drive steering wheel on the F88 gives it away as not being a genuine British truck, and even then, “we could always claim it was used on the Middle East runs!” says Nigel...”

lot of time into the restoration. One issue we had was it was plated at 40-tonnes in Portugal, so we needed to re-plate it for the UK!”

Once it was MoT'd, the truck was taken to Wellingborough and had the cab stripped and refitted. It had two new drop wings and a new sun visor, kick steps and a diesel tank. The interior was restored in 2019. “The truck has cost more than double to restore than buy.”

The F88 has experienced the odd issue, as you'd expect on what is now a 47-year old truck. “We had a slight brake issue, so a relay valve was changed and that seems to have done the trick. But I'm always careful when I drive it,” says Jonathan, “it is not as good as a new truck when it comes to stopping!” The truck has also suffered a water leak after a show at Newark, but that was dealt with by Volvo at Ely which fitted two new cylinder heads.

It is taken to local DAF dealer Ford & Slater for its annual test. Nigel is very

complimentary to James Ellis at Volvo at Ely; “he's helped us a lot.”

Now painted in Harper's attractive sky blue livery, and professionally sign-written, the truck looks an absolute stunner. The restoration – inside and out - has been both meticulous and authentic – it even has the correct era-specific phone number on it. Only the steering wheel gives it away as not being a ‘genuine’ British truck, and even then, “We could always claim it was because it was used on the Middle East runs!”

THE BEST OF BRITISH

The ERF is that little bit newer than the Volvo, both in design and registration, and is registered on an R-plate, so dating from 1977. Unlike the Volvo it has a day cab – a common sight on many British haulier's trucks at the time.

Under the tilt cab of the 4x2 tractor is a 14-litre 232hp Cummins NHC250 engine, coupled to a Fuller 9-speed gearbox.



ABOVE B Series 8-wheeler is a parts donor.

Like the Volvo, the ERF was also secured from eBay. And while it was UK born and bred, it was a longer distance for Nigel and Jonathan to collect as it was for sale in Invergordon in the Scottish Highlands! Luckily, they didn't have to go the 500-plus miles to collect it and the seller agreed to meet them halfway at



ABOVE AND RIGHT Volvo has a sleeper cab, ERF has a day cab – but both could be ordered with the alternatives.



LEFT AND ABOVE Volvo has 9.6-litre engine, ERF had a 14-litre Cummins



LEFT AND ABOVE 4x2 tractors were the norm in the 1970s when the maximum UK weight limit was 32 tons.



ABOVE AND RIGHT Entry into 1970s cabs was more challenging than it is in today's trucks!



ABOVE AND BELOW Dashes were functional but rather simplistic!



VOLVO F88

- Year registered: 1973
- Design GVW/GCW: 18/40 tonnes
- Chassis: 3,200 wheelbase
- Gearbox: Volvo B-60 8-speed
- Engine: TD100 9.6-litre straight six
- Max power: 260hp @ 2,000rpm

- Max torque: 677Nm @ 1,400rpm
- Cab: sleeper
- Rivals of the time: Scania 110, DAF 2800

ERF B series

- Year registered: 1977
- Design GVW/GCW: 16/32 tonnes
- Chassis: 3,000 wheelbase
- Gearbox: Fuller 9-speed
- Engine: Cummins NHC250 -litre straight six
- Max power: 232hp @ 2,100rpm
- Max torque: 895Nm @ 1,500rpm
- Cab: Day
- Rivals of the time: Seddon Atkinson 400, Bedford TM

Carlisle so it was 'only' a 240 mile trip to get hold of the truck. But they were able to drive the unit back solo and without issue. "The truck had no speed limiter and would easily cruise at 60mph on the six-hour drive back from Carlisle! We had the perfect drive home, though we did detour and stop at Sandbach for sentimental reasons!"

The sale of the truck, which started its life in Norfolk, also included a period low loader trailer with it. That carries an old 1960 Massey Ferguson 35 tractor as a load. It was bought from a Nigel and Jonathan's good friend Pete, who lives next door, and the Harpers all learned to drive it back in the day. The ERF and trailer were a steal at just £5,000 when bought in 2015.

Says Nigel: "We operated ERFs, though never the B-series. We had the A-series." Once the truck was at its new home, the hard work started. "We stripped the brake system and went right through it to make it good. We fitted new injectors and four new headlights. We decided to buy an old B series eight-wheeler to be a parts donor. We have taken the fuel tank off that, as well as the mudguards, and it will provide host of



other parts [in the future]."

The seats have been re-covered, but not a lot else has had to be done to the truck. "It's got a door from [the similar] M-series, so that is not 100% authentic. We don't seem to struggle for parts for the Volvo, but it's a little harder for the ERF, hence the door. We might struggle with some of the interior panels as well. But we can still get new parts directly from Volvo if we need to!"

"I love the ERF, they were good old motors! We ran them back in the day along with the occasional Foden. But we never had a Seddon Atkinson."

Both trucks have been used for family weddings, Nigel's daughter Laura went to her big day in 2016 in the ERF while Matthew took the F88 when he tied the knot in 2016. Adam, however, is a big fan of American trucks so borrowed a Kenworth for his wedding in 2015!

NEXT IN LINE

While Nigel and Jonathan 'tinker' with both trucks "usually on a Sunday", maintaining the busy 50 trailer-strong haulage fleet is the day-to-day job, shifting vegetables – mainly carrots, onions and potatoes – but the Harper's 'heritage fleet' is not staying still. Recently a smart Scania R143 was bought and that is next in line for restoration, although it actually is in not too bad a shape as it is, and still runs and drives ok.

"It was one of the first 'blinged up' 143s," says Johnathan. "It was owned by renowned customising teams of Coles in Banbury, so it has a smart air-brushed paint job and lots of extras. F448YOA was used by Coles for three or four years before it was sold to Andy Green who then sold it to Harper's in Easter 2019.

And that might not be the last... "I want an A series," laughs Nigel. "An ERF with a Gardner 240. I'd love one. I'd also like a Volvo F10 or F12."

But for the time being, Harper's two stunning restored 1970s trucks fly the flag for the company. And they really look the part! 🚚

"Both trucks have been used for family weddings. Nigel's daughter Laura went to her big day in the ERF while his son Matthew took the F88 when he tied the knot in 2016. Adam, however, borrowed a Kenworth for his wedding!"

AUCTIONS

Cheffins Super Scania Sale!

Cheffins Auctioneers conducted the sale of several classic tractors and trucks at Derek Cooper Transport, Suffolk on November 23 2019.

Truck entries ranged from a 1936 Foden DG4 7½-ton flatbed which sold for £15,900 through to a 2006 DAF XF95 6x4 wrecker.

For CT readers, there were plenty of old classics sold. One of the stars of the auction was a rare 1997 Scania T143M 6x2 V8 tractor unit P960HL (above right). This left hand drive bonneted Scania was first UK registered in 2014. It was sold with an air deflector kit, twin stack stainless steel exhaust, high and low level spots, stainless steel side bars and fuel tank, copious LEDs and polished alloy wheels. It had a twin bunk sleeper cab with velour seats and walnut dash. Coming with a full MoT and supplied with V5C documentation, the sale price was an astounding £84,800 – is this is a record price for this type of truck?

Also of interest was a 2001 Volvo NH12 4x2 straight-six tractor unit Y273XDV (bottom). Another left hand drive truck, the bonneted Volvo was first UK registered in 2017 and is finished in red.

It was liveried for Coopers Cabin and with a distinctive gorilla face airbrushed to the bonnet and cab rear, this was certainly another striking truck. It was sold with an air deflector kit, twin fuel tanks,



roof lights, low spots, polished alloy wheels, stainless steel twin stack exhaust and checker plate catwalk. The twin bunk sleeper cab model was sold for £33,920 – impressive but a veritable bargain compared with the Scania!

Sticking with Volvo, a 1984 F7 four-wheel tipper B318UKN (left), complete with bulk trailer and with drawbar facilities, also went under the hammer. This tidy tipper has appeared in its current Cooper livery at various events and has 775,771kms recorded. Offered with a TTCX2 16-tonne tandem axle bulk trailer with split rear tailgate, this great show vehicle was sold for £10,070.

A 2006 DAF FTT XF95 480 6x4 recovery truck (above) was sold for £21,730 – there is every chance this could be put back to work.

A rear rarity was a 1989 Iveco Ford Cargo 3828 6x2 tractor unit with sleeper cab (below). This was formerly owned by Allan Carruthers whose Ivecos were featured in CT Dec 19. It was sold for £8,480, which given its rarity and condition seems a bit of a bargain! *Joseph Lewis* sent us these pictures and auction details.



CLASSICS FOR SALE

Fancy a bit of the White stuff?

Here at CT we see many great trucks for sale and where we can we will look to 'showcase' something that is for sale that will make a great restoration project or show truck.

For this issue this rare White Road Commander 2 from 1980 caught our eye.

American manufacturer White had a dabble with selling in the UK market in the late 70s/early 80s, and the RC2 was its main product. Sold as 4x2 and 6x4 tractors, initially they were left hand drive only, but to widen their appeal to the UK market, RHD versions were introduced in 1980. A high roof cab was also an option for a period.

They found some favour with long distance hauliers and owner drivers who wanted something different but the last were sold in the UK in early 1980s.

There are a few Whites RCs on the UK show circuit, but they don't come on the market very often, but Les Botham in Dronfield has this 6x4 example for sale, for £13,000.

The truck is a runner, and starts first time on the button and Les happily takes it out on the road from time to time. It's had a new throttle linkage fitted and all air leaks and power steering fixed since he bought it.

The truck wasn't one actually sold by White in the UK, and was originally imported from North Carolina and originally had a V6 two-stroke Detroit ('screamer') engine.

The last owner changed it to the more economical 400hp Big Cam Cummins 13-litre engine. It has a Fuller 9-speed Roadranger gearbox. It did regular trips throughout Europe until 2005 and was then used to pull a race trailer and did a lot of shows. It is currently plated for 38 tonnes but is registered



as a private HGV but that could be changed if required.

The cab floor is perfect and the roof is excellent with no leaks. All the gauges work apart from the fuel gauge, and – thankfully – the cab heater works! The power steering works well and has no leaks.

There's a little corrosion on the cab, around the doors and windscreen but it's not rotten, and there are no holes anywhere, but nothing to alarm anyone – and considering it's a 40-year old truck, it is in exceptionally good condition.

Les is not desperate to sell it, and if no suitable offer and

home is forthcoming for the truck, he'll look to keep it and take it to shows.

Les has mostly dealt in American motorhomes since 2001. He said: "I travel to the States every few months to source stock, so I have all sorts of American related vehicles, Mustangs and pick-ups. I came across this White while at a dealer in Stoke while dealing a Dodge Ram pick-up."

Les was in the haulage business for 17 years, starting as an owner driver in 1983 and the expanding over the years to having heavy recovery and a Tachograph station.

He adds: "I just love the White, you just cannot get the trucking business out of your blood once it's there. We did import a few 379 extended hood Peterbilts, and I always had to have the American Class interior with all the 'Chicken Lights' as the Americans call them.

"The White is a good truck, and it could be used as is, and it drives nicely and runs well." It could, of course, be or fully restored to show standard. If anyone wants more information or is interested in buying this fantastic US tractor unit, give Les a call on 07855 809886.

COMPETITION

Calendar winners

The winners of the Scania calendars (CT Jan 20) are Mike Wallington, from Launceston in Cornwall, David Phillips from Sandhurst in Berkshire, Tony Lovatt from Llysfaen in Conwy and Sandra Giles from Ash near Canterbury.

SHOW TRACTORS

Steamer Transport ERF

While at the 2019 Somerset Steam and Country Show, near Langport, *Joseph Lewis* saw this ERF EC14 Olympic 6x4 tractor unit with 14 litre Cummins engine. It was owned by Potts Plant Hire and then went to R Metcalfe's scrap yard, where it was saved by Anthony Abruzzi and is now used to transport steam traction engine engines to shows all over the United Kingdom.

RIGHT: Still in Potts Plant Hire Company colours, this ERF EC14 Olympic now used by Anthony Abruzzi for nationwide steam traction engine transport. *Adam Best.*



LIVESTOCK OLDIES

Moo-re old trucks for ewe!

Regular contributor *Mat Ireland* always has an eye for an old truck and sent us these images from Newark cattle market of old trucks still working in the livestock industry.

First up is a J-plate Scania P93M.210 (below), dating from 1991 so fast approaching three full decades of work. Its replacement – the P94 – is also represented by this T-plate P94D.260 6x2 rigid dating from 1999 (right), so now 21-years old and still going strong.

Away from the Scania's, but another Swede, is a pretty rare – these days – Volvo FLC 7½ tonner (bottom right), which still looks to be in good nick for a W-plate dating from 2000.

These diminutive Volvos found few friends as they were heavy and thirsty but a few still live on and work such as this and horseboxes is a common role the survivors undertake.



YARD FINDS

Transcontinental wrecker

We love a good of Ford Transcontinental here at CT, and this old wrecker caught our eye on Facebook the other days. It's owned by Paul Emery from Chasetown and he told us a little about the truck.

Says Paul: "I bought it from Voel Coaches a couple of years ago but only fetched it last year. It's been used as my yard shunter but now I have one of my previously owned tow buses back I can get rid of it! I hate it by the way, it's been a nightmare from the beginning!

"Quite a few people asked me to let them know when I want to sell it but I think that will all come to nothing. I have no idea of its worth and my interest in trucks is about zero."

Having said he's got no interest in trucks, Paul then sent us three images of the other trucks he owns, including an ERF C series (below right), a rare Chinese six ERF B-series (below). He adds: "The Scania (below middle) has had the recovery body completely rebuilt since the photo but I haven't taken a photo of it since."



SHOW TRUCKS

Crouch classic still good for work

Our good friends at DAF Trucks sent us a press release to highlight a new XF530 it has put to work with renowned experts Crouch Recovery. Now, nice as the XF is (and we've deliberately allowed it to creep into view on our pages!), it was this 3600ATi that caught our eye.

The truck dates from 1994 and was acquired some years ago and fully refurbished and liveried in the distinctive Crouch Recovery colours and, while it is primarily a show vehicle, the firm proudly confirms that it is still capable of modern lift and tow recovery work should it ever be needed!



This ERF EC14 8x4 tipper is still in use daily as a working truck and it came over from Derbyshire to take part.



OVER THE PENNINES 'Isle of Skye' Truck Run



A Paccar parade? It's foot to the floor as two Foden Alphas and a DAF 95 series climb up the A635.

A relatively new event on the calendar is the 'Isle of Skye' Truck Run that takes place from the Globe Cafe in Dukinfield, Manchester and ending in Penistone in South Yorkshire.

Along the way, the vehicles get to take in the glorious scenery on the climb out of Greenfield, past Dove Stone Reservoir and up towards Holmfirth.

This section of the A635 between Greenfield and Wessenden Head is known as the 'Isle of Skye' after a pub that used to be situated on that most scenic stretch – it's nothing to do with the Scottish island! An eclectic range of trucks took part – and *Tim Cotton* sent us a small selection of photos of the trucks involved.



Previously featured in CT, this lovely Cummins-powered ERF C series romps up the hill towards Holmfirth.



Cargo tractor units are a rare sight - even more so with sleeper cabs, remarkably this one is still at work.



Smart Foden Alpha 6x2 tractor has a tribute to those lost on the Atlantic Conveyor during the Falklands War.



Leyland T45 low-datum cab in the distinctive British Telecom colour scheme takes you right back to the mid-1980s.



Seaways Services' ERF rigid was immaculate. Again, this is a working truck.



Volvo FL10 tractor, a design that is now 35 years old, was bringing up the rear.



Mercedes entered the 1990s with a facelifted version of its long-serving 'New Generation' cab dubbed the SK, seen here to good advantage on this 2534 Powerliner dating from 1993.



Acquisitions, advancements and automation

In the final part of his detailed look at the history of German manufacturer Mercedes, Peter Davies brings the story up to date with the Actros models



ABOVE As well as conventional on-road trucks Mercedes provided the basis for specialist machines like this 1824 Angloco 4x4 fire and rescue unit belonging to the Bedfordshire and Luton Fire Service.



ABOVE Leading long haul tractor unit in the new Actros range of 1996 was the 2546 6x2. This Version 2 with the revised grille was one of many operated by Lincolnshire-based Benton Bros.

Technical innovation by Mercedes continued throughout the '80s with such features as anti-lock braking and the EPS (electro-pneumatic shift) gearbox, followed in 1991 by the LEV (Low Emission Vehicle) range.

In 1988 the 'New Generation' cab was face-lifted with a black grille and re-launched as the 'SK'. Earlier, in 1983, new heavy-duty 8x4s had been introduced aimed mainly at the construction industry.

Another development came in 1990 when IFA (Industrieverband Fahrzeugbau Association) from Ludwigsfelde in the former GDR was absorbed into the Merc portfolio. In 1997 it was announced that Daimler-Benz and its Freightliner Corporation subsidiary in the USA had also absorbed Ford's heavy truck operations, re-naming them Sterling.



ABOVE Mercedes gave the Actros a stunning new image in 2004 with this 1861 'Black Edition' of which just 250 were produced.

Manufacturer's history: Mercedes part 5

WORDS: Peter Davies PHOTOGRAPHY: Peter Davies



ABOVE Among the many takeovers that took place during Mercedes' expansion was that of East German IFA (Industrieverband Fahrzeugbau Association) of Ludwigsfelde acquired in 1990.



ABOVE To meet the needs of light to medium weight operations Mercedes offered the Atego at 7-16 tonnes, this example being an 815 from the predominantly Mercedes fleet of Maurice Hill in Mansfield.



ABOVE Mercedes led the way with such innovations as the TAS 'Telligent' automatic transmission in which the clutch pedal was dispensed with and gear changes are controlled by nudging this simple control fore and aft.

In December 1998, Daimler-Benz merged with the American Chrysler company of Auburn Hills to form DaimlerChrysler AG, who in turn owned engine manufacturer Detroit Diesel which was formerly part of General Motors.

DaimlerChrysler later divested itself of Chrysler in 2007, becoming just Daimler AG. Daimler therefore either owns or has joint ventures with Freightliner in North America, Mitsubishi Fuso in Japan, CAMC and Foton in China and Kamaz in Russia.

As well as its familiar truck range Mercedes provides the basis for highly specialised vehicles such as custom-built heavy haulage tractors and giant all-wheel-drive machines through partnerships with the likes of Titan Spezialfahrzeuge of Sulzbach-an-der-Murr and Paul Nutzfahrzeuge of Donau.

LAUNCH OF THE ACTROS

Mercedes' first all-new range for over 20 years – the Actros – was launched at the 1996 Hanover Show. This embodied many technological advances and a completely new cab while still bearing some family resemblance to the 'SK'.

V-formation diesels of various power ratings became available. These included 12-litre, V6 units with power ratings from 235 to 428bhp and 16-litre V8s for 476, 530 and 571bhp. Lightweight trucks also received a new cab and were relaunched as the Atego range.

Mercedes invested £780m into developing the Actros which marked the introduction of the new 500 series V diesels with electronically-controlled fuel injection. The old 400 series engines first introduced back in 1969 had served them well for almost three decades during which there



ABOVE When the Actros first appeared in the UK there was no 8x4 version, the largest rigid being the six-wheeler, seen here with drawbar trailer and in the livery of Barry Proctor Services of Stoke-on-Trent.



ABOVE Through close partnerships with the likes of Titan Special Vehicles and Paul Nutzfahrzeuge, Mercedes caters for specialised operations such as off-road and heavy haulage. This Paul converted Zetros 3643 6x6 is a classic example.



ABOVE Mercedes trucks operate in just about every part of the globe. This Axor bulk cement tanker is seen on the Moscow ring road.

Manufacturer's history: Mercedes part 5

WORDS: Peter Davies PHOTOGRAPHY: Peter Davies

While the Actros 8x4 was not ideally suited to UK operations, the new Axor proved much more successful. This business-like grab lorry of Kane Group member Gaywood was new in 2006.



were, of course, a number of upgrades.

The Actros was seen as the most technologically advanced truck on the market at the time. Mercedes played an important role in the transition from

conventional diesels to the modern electronic computerised engines that are now taken for granted. In 1997 the Actros won the prestigious International Truck of the Year award. The new models became

available in the UK from December 1996.

The UK range consisted of 25 models, including a mixture of 4x2 and 6x2 tractor units, which, according to Merc's publicity, "met the needs of every UK operator". The



ABOVEThe search for new ideas in urban transport is constantly going on. This innovative light art truck based on the Econic municipal chassis was demonstrated at the Hanover Show in 2012.

UK market was said to be Merc's biggest outside Germany. Despite that pledge to cater for the UK, the range did not include a 6x2 tractor unit with a mid-lift axle – it only offered a twin steer version. Mercedes thought it easier to import the 3.9m wheelbase 4x2 tractors and convert them to mid-lift 6x2s at its pre-delivery preparation centre in Wentworth Park, near Barnsley.

Another important model for the UK market was also missing, namely a rigid eight-wheeler. The Actros range included rigids as well as artics but they were mainly 4x2 and 6x2 drawbar trucks. The European model line-up did include an 8x4 but aimed mainly at the German, Swiss and Dutch markets where gross weights are higher. The European 8x4s grossed 41 tonnes and were on a shorter wheelbase.

UK tipper operators had to wait until 2000 before the launch of a suitable Actros 8x4. The 3235K was technically less reliant on electronics, Mercedes having sensibly born in mind the needs of the tipper operator. Despite its well-planned specification it only sold in modest numbers. Mercedes' share of the tipper market was not to improve until the arrival of the new Axor in 2006, which had first appeared in tractor unit form in 2000.

'TELLIGENT' SYSTEMS

If one word dominated the Mercedes Actros story it was 'Telligent'. The word applied to the electronic system that controlled 26 separate sub-systems from the accelerator pedal to the all-round disc brakes. 'Telligent' was chosen to signify intelligent communications as the electronic components were deemed to have the 'intelligence' to communicate with each other as necessary.

The fully-automatic TAS transmission did away with the clutch pedal. Both the Telligent 'manual' and the Autotrans had the same basic control, namely a short stubby selector lever which was nudged fore and aft for up- or down-shifts. Each time the driver moved the selector lever or splitter 'paddle', an electronic signal was sent to air cylinders on the 16-speed gearbox which activated the gear selectors.

Mercedes became the first to introduce electronically-controlled, all-round disc brakes as standard. The Telligent braking system also controlled the ABS functions. The brake pedal position sent a signal to the Telligent system which applied the braking effort that it sensed driver required. Telligent air suspension sensed whether the vehicle was leaning to one side or the other, and was designed to level the vehicle up.



ABOVE Whenever there's a major exhibition Mercedes likes to project an image of forward thinking with striking concept trucks like this 'Urban E-Truck' of 2016.



ABOVE At the 2016 Hanover Show Mercedes highlighted its worldwide presence with examples of far eastern trucks like this Chinese Foton Auman EST and the Japanese Fuso 'Super Great V' in the background.



ABOVE In 2012 the Mercedes exhibits at the Hanover Show included examples of the Indian Bharat Benz range including this 3128 8x4 tipper. By choice, Indian trucks are relatively low-powered.

Manufacturer's history: Mercedes part 5

WORDS: Peter Davies PHOTOGRAPHY: Peter Davies

Mercedes eight-wheelers were never as popular in the UK as other makes but sales improved considerably once the new Arocs was launched. This impressive machine was new to Paul Riches of Bedford in 2014.



WIDE CHOICE OF CABS

The Actros cab offered first class levels of comfort and came in four variants. These were the Premium Day Cab; the Standard Sleeper; a High Roof Sleeper and the Executive flat floor, high-roof, long haul cab dubbed the MegaSpace. It provided a very high standard of comfort, even by '90s standards.

The exterior of the cabs was also revised when the MP2 models appeared in 2003. A new style grille was introduced, flanked by integral corner air deflectors. There were also improvements to the interior, including a redesigned instrument panel, increased insulation and tasteful new upholstery.

Once again the Actros was awarded International Truck of the Year in 2004. There was yet another round of improvements when the MP3 range appeared in 2008.

In 2012 came the announcement of the MP4 New Actros which we're all familiar with today. This had a completely new cab, a version of which went on a new construction range badged Arocs announced in 2013. Having favoured V6 and V8 diesels for four decades Mercedes switched to in-line-six diesels for the new range, based broadly on the Detroit Diesel 60 Series.

Most recently we have witnessed

Mercedes' advanced Actros MP5 which features many new innovations, not least the electronic rear-view system which dispenses with conventional rear-view mirrors. They first hit the headlines in November 2018.

Among the high tech features are partially automated steering Advanced Drive Assist (ADA), automated acceleration and braking via Predictive Powertrain Control (PPC) and a fully digital MultiMedia Cockpit (MMC) with touch screen functions for all major driver information. Doubtless, even more technological advances will continue to be made in the future. 🚚



ABOVE The new Actros MP4, first launched in 2012, has been a great success with many high-profile UK fleets, including George Allinson of Darlington, adding them to their ranks.



ABOVE Intent on staying at the cutting edge of new technology, Mercedes scored another first in run up to 2019 with its 'mirrorless' Actros featuring mirror-cams which display the rear view on internal screens mounted on the A-pillars.

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The Leyland DAF 4x4 truck is still in service with the British Army today. They have proved to be hugely popular and are in very good condition. These vehicles (LHD/RHD) are fitted with a Cummins engine and 5 speed manual transmission.



Seddon Atkinson 68 ton 6x4 RHD tractor unit, Cummins engine, sleeper cabin, 3 1/2" double oscillating fifth wheel. From 10,000 kilometres only, ex military reserve stock.



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ABOVE Grimers Transport was based in the old station yard at Billingborough and was big fans of DAFs. This 95.310 ATi, E786KBD is seen in the company's yard, was the first of its type to go into service with a Lincolnshire haulier.

Drawing the curtains



For this month, Ian Moxon presents a selection of artics hauling curtainsider trailers

LEFT Swineshead-based FH Bates and Son still trades today but no longer in this smart red livery as worn by this DAF 2800 D146YCX, seen here having just loaded a load of paper reels on Boston Dock.



ABOVE A loyal ERF operator for many years, PF Booth and Son was taken over by fellow Swineshead operator Mason Bros in 2017. This E10.325 F306DCT was typical of the fleet at the time. Most models of ERF graced the fleet from LV through to ECT.



ABOVE One of the most stunning fleets in Grantham was that of SR Wright. Steve loved ERFs and ran about 20 over the years. EC11 Olympic S955REG is seen in Steve's yard on one of my many Saturday visits.



ABOVE A John M Allen Volvo F10 stands in the firm's yard at Cuckoo Bridge coupled to a tri-axle Boalloy tautliner.



ABOVE Lincoln-based EH Lee Strato was seen at Penrith Truckstop. I'd guess it was a secondhand purchase judging by the N300MNT registration.



ABOVE Old established Gainsborough company with its head office in Sturton by Stow, J Bradshaw had a liking for Fodens. This smart 4350 is seen at the Farm Café on the A17 near Holbeach.



ABOVE Pete Grimer used this MAN 19.361 to compete in the 1984 multipart truck grand prix at Donington Park. Pete had at one time been World Hot Rod racing champion, a title also won by his brother Paul.

LEFT Yours truly used to pilot this Scania R112 for Pete Horry at Helpringham on a mix of flat and tautliner work, mostly originating out of Boston Dock.

BELOW All the Garn fleet carry bird names, even right up to the present day, L14 RAG being *Spalding Swift*. Renaults were well liked by Richard Garn, this one being an R385ti.



GMC's smooth operator: the Aero Astro

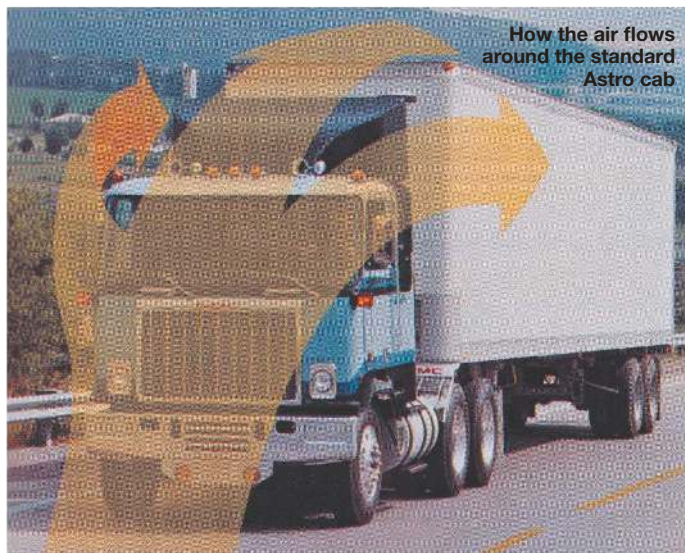
In 1969, General Motors introduced a new cabover truck called the GMC Astro. It replaced the dated and pretty ugly 'Crackerbox' models that had been launched just ten years earlier. In the 1970s, GMC devised the new Aero Astro; Tim Cotton looks at its design



The Aero Astro stood out from the crowd and was efficient, but sadly few were sold to operators.



How the air flows around the Aero Astro



How the air flows around the standard Astro cab

GMC's cabover 'Crackerbox' cab introduced in 1959 was an ugly looking brute, but in the late 1960s, the American manufacturer replaced it with the new Astro. This was a much more modern-looking design and had vastly improved driver comfort compared with its predecessor with its ergonomically-designed wraparound dashboard.

Outside, the appearance of the vehicle was softened in comparison with the 'Crackerbox'. The original Astro had a relatively small radiator grille but this was updated in 1980, giving the truck a more aggressive look. The truck was popular with fleet operators and was a regular sight on America's highways.

ALL ABOUT THE AERODYNAMICS

GMC began to carry out aerodynamic research in the mid 1960s and this led to the improvements found on the original Astro. It used the Harrison wind tunnel in Warren, Michigan, using scale models to simulate the airflow around the vehicle.

As operators began to take more of an interest in fuel economy, General Motors saw an opportunity to further refine the



A publicity shot of the Aero Astro next to the standard production series Astro model.



The wrap-round dash was liked, but hindered cross-cab manoeuvrability for the driver.

Astro. The 'Aero Astro' as it became known, would have extensive bodywork modifications to reduce the drag coefficient in comparison with the standard truck and as a consequence, reduce the operating costs - especially for fleet operators who would hope to benefit due to economies of scale.

According to GM literature, at 55mph, around 70% of the engine's power was being used to combat air resistance or 'drag'. GM engineers sought to make an Astro variant that could improve operating costs. They claimed a 10% fuel economy improvement over the basic Astro and a 0.63mpg increase.

Although the Aero Astro had the same basic aluminum cab design of the standard truck, the styling at the front was noticeably different with a deeper bumper and cleaner, flatter light and grille surrounds. Above, a large 'dragfoiler' could be adjusted to

accommodate varying trailer heights.

A fixed dragfoiler had been available on the Astro since the mid '70s. Fairings extended behind the cab, narrowing the gap between the sleeper cab and the trailer and urethane side skirts were also available as an option.

The doors were made from fibreglass rather than steel to reduce weight. A Detroit Diesel (a division of GM) 6V-92AT engine provided the power to the wheels via a seven-speed Spicer transmission.

The Aero Astro was launched in 1983 but just a few hundred actually entered service. The Astro itself would cease production in 1987. For its time, the Aero Astro was a departure for American truck design. It had a distinctive, almost futuristic appearance. The technology behind it may not seem particularly revolutionary now, but back then, the truck offered as something quite different in comparison with what GMC's competition provided at the time. 



No show ponies here!

The latest selection of images from the vast archives of Peter Davies

Once you've admired all those highly polished, airbrushed trucks at various shows, ordinary working trucks will most likely seem quite boring.

A work-worn bulk tipper loaded with grain or a sheeted load of soap powder on a 12m flat could not possibly ignite the same enthusiasm unless, of course, you

like the 'real thing'.

Whatever you think of the pictures seen here they each capture a precious moment in real life from two or three decades ago. 



ABOVE For a brief period in 1988/89 Steyr trucks were marketed in the UK but after Steyr was absorbed into MAN the imports stopped. This outfit was, however, from Steyr's home country of Austria. The 1291 unit of Alwin Schertler from Lauterach is seen coupled to a Gebrüder Weiss tilt parked at Toddington Services in June 1981.

LEFT The oldest truck seen here is this ERF B-series eight-wheeled bulk cement tanker dating from 1979. I photographed it at the Clitheroe Works of Ribblesdale Cement back in July 1983. Ribble had, by that time, become part of Castle Cement.



ABOVE Everybody enthuses over Scania so this nicely-liveried R112M 38-tonne outfit of H Parkinson Haulage from Walton-le-Dale, Preston should at least light someone's fire. It is seen here parked at a motorway service area in June 1984.



LEFT That other Swedish brand, Volvo, is equally popular among enthusiasts and the truck that really gets them going is the F12. Here's a cracking example from Moore's of Ashby. The picture dates from June 1986.

BELOW While some will only drool over imported trucks there are still a few folk who enjoy the sight of an ERF or Foden. After all, British trucks were once highly thought of in many parts of the world. United Transport, the owners of this 1987 ERF E-10, was formerly known as Bulwark and based in Chepstow. E353UBO is seen on the M1 motorway northbound in March 1990.





LEFT Renault might not have aroused the same degree of admiration among enthusiasts as Scania and Volvo but this G330 artie bulk tipper of Schofield's from Wakefield is a good looking truck. The G range sold quite well since it was assembled at the former Rootes factory in Dunstable. I took this shot at Schofield's yard in October 1991.

BELOW Here's another Scania R112M, this time from the famous Scottish fleet of WH Malcolm. It dates from 1985 when roped and sheeted loads on flat trailers were still seen on a regular basis. C765FHS was photographed in June 1991 heading up the M1 motorway.



ABOVE When it comes to eight-wheelers Foden was always a leading contender. With a history dating back to 1856 the Sandbach company became part of Paccar in 1980 and survived until 2006 when it was clear that Paccar preferred to promote its DAF brand. This Cat-powered S108 tipper wears the livery of Gaskell's from Ashton-in-Makerfield and was photographed in St Helens in May 1993.



ABOVE Another once-famous British make to have left the scene in the 'noughties' was Seddon Atkinson after it ended up in ENASA via International Harvester. Subsequently Iveco took over ENASA and killed off Seddon Atkinson in much the same way as Paccar did with Foden and MAN with ERF. Ernest Thorpe of Sheffield, whose catchphrase was 'The Service That Satisfies' remained loyal to Seddon Atkinson to the end. F234YWO is seen on the M40 motorway near Warwick in May 1999.

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The image displays three magazine covers. The left cover is 'TRUCKING' featuring a green Scania truck and headlines like 'VOLVO FH13-420', 'XF490 vs 3300 ATI', and 'MOL'S NEW MONSTER!'. The middle cover is 'CLASSIC & Vintage COMMERCIALS' featuring a blue ERF truck and headlines like 'WHEN LEYLAND THRIVED', 'ERF E16', and 'New major restoration'. The right cover is 'CLASSIC VAN and pick-up' featuring a green Mini van and headlines like '1950 MORRIS Z VAN', 'BEDFORD CA', and 'MINIVAN RESTO'. A red circular badge in the bottom right corner of the magazine area says 'JUST £3 PER MONTH'.

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Swedish Heavy

In deepest rural Suffolk are two superbly restored heavy haulage Scania tractor units from the 1970s and 1990s owned from new by established operator HC Wilson.

The 141 was an 'off the shelf' model, while the 143 was modified from a 6x4 to an 8x4.



Metal



Hheavy haulage experts HC Wilson, based at Elmswell in Suffolk, started operating in 1962 and has grown its business from traditional general haulage and into moving awkward, indivisible, oversize and just plain heavy loads. And to do that it needed reliability and power, and in the 1970s such kit simply had to come from Sweden.

So it's no surprise it's been using Scania trucks for many decades and so it's wholly understandable, as the company has progressed and expanded, and new trucks have come into its fleet, that older examples have been retired.

But as a company that is proud of its heritage, it has held on to a couple of examples of tractor units from the famous Södertälje brand, and two units have been restored to their original, former, glory for shows and events.

And while there's plenty of restored Scantias about, few people can lay claim to owning a R143E.500 8x4 heavy haulage tractor, and one they have had from new, but Wilson's can. It also has a far more conservative, and traditional, Scania 141 in its heritage fleet so it is no surprise *Classic Truck* was keen to go and see them.

THE MIGHTY R143E

Many truck fans might naturally, and understandably, be drawn to the 141, but the real head turner – certainly in *Classic Truck*'s eyes – is the heavy haulage R143E.500, mainly because of its rarity. We all love a 141, but it's not too difficult to track one down. An 8x4 R143, on the other hand...

HC Wilson has had the R143 from new having bought it from the Scania dealer Rotruck in Stowmarket in 1995 and it spent its working life based at Elmswell. In 2002 it was replaced by a new Scania R164.580 8x4 with a ZF transmission and plated at 250 tonnes gross train weight.

Simon Wilson, Managing Director of HCW, says: "The new truck (R164.580) was initially not all that reliable, and every three months or so it would break down so the 143 would come out to play as cover." It was only plated at 160 tonnes, but it still provided valuable cover to its newer sister.

Adds Simon; "The 2002 Scania was replaced by another new truck in 2005 which was much better, but the 143 remained as a good back up truck if we needed it."



HC Wilson's Scania's were top of the range heavy haulage trucks in the 1970s and 1990s respectively.

The 143 was built as a 6x4 heavy haulage tractor but to allow it to haul heavier weights, it needed an extra axle adding, so it was sent to Laxå in Sweden to have a fourth axle fitted ahead of the double-drive bogie.

The 143 also has a bigger than standard oscillating fifth wheel and sometimes, even today, it's needed to shunt certain trailers around the yard if no other suitable vehicle is on site.

It's taxed in the summer to allow it to go to shows, but there is also one job each year that the 143 is needed for. Says Simon: "We go to Kent with it each year to drag a trailer out of a shed. The shed has a 3.6m height restriction on its doors and this trailer, which has been brought up from Italy, needs moving, and the 143 is the only truck in the fleet that can fit in and do it! It's a niche job, for sure!"

So even though it's retired, you could

argue it still keeps its metaphorical hand in so far as keeping the company profitable!

The truck has the Topline sleeper cab, and inside it's all still pretty original with that familiar Scania grey upholstery and curved dashboard.

THE TRUSTY OLD 141

The Scania 141, on a T-plate (suffix, of course!), joined the fleet new in March 1979, and was initially plated at 62 tonnes for



The 143 was capable of operating at 250 tonnes... that's 2hp per tonne!



Both trucks have been with the firm since new

At 375hp, the Scania 141 was the most powerful production truck of the early 1970s.

“The 143 goes to Kent each year to drag a trailer out of a shed which has a 3.6m height restriction and it is the only truck in the fleet that can fit in and do the job. It is niche work, for sure, but it means the truck keeps its metaphorical hand in so far as keeping the company profitable!”

heavy haulage work. At the time, its 375hp engine was the most powerful production series engine available to UK hauliers, so if you hauled anything above the 32½ ton weight limit of the time, it would most likely be on your shopping list.

The truck had one driver (Len George) until 1984 when he swapped to an A-reg Foden. Simon says: “The 141 was a bit of legend at the firm. every one of our drivers has driven it. I took it to France and Spain a few times in 1989/90 with used combines.”

In 1993, HCW bought a depot in Scotland from West of Scotland Heavy Haulage and the 141 – now 14 years old – was moved up there. “Sadly it wasn’t looked after all that well in Scotland, it became a bit ‘rough and ready’.”

In 1996, that depot was closed when the contract HCW was doing North of the Border – moving Terex dumper trucks to UK ports – was awarded to Cadzow. “That spelt the end for the Scottish operation and so we closed the depot,” says Simon.

The 141 was returned to yard at Suffolk. By that time it was clear its working days were over, but as it owed the company nothing, and was part of its heritage, it was decided to restore it. “It was not a total wreck, but it needed a slow rebuild,” muses Simon.



The 141 was worked hard for over 20 years, but is now a showpiece exhibit.



The double sleeper of the 141 was the best in the business.... in the 1970s!



The 143 was the optimum heavy haulage machine in the mid-1990s.

HC Wilson has had a long association with Scania over its 50-plus years in business.



That restoration was done by a former HCW fitter Keith Folkard who spent three years stripping it down and slowly rebuilding it. It was completed in 2005 and sent for a repaint into HCW's familiar red livery with a large white W across the front grille.

"Once it was restored, it went to Spain with Nick Garlick in 2005; Nick worked for us for about three or four years and would take it to events."

Now James Cartwright looks after it and now restored, the truck is now kept undercover so is dry and unlikely to



ALSO IN THE YARD...

Wilson's also has an old Scania 144.530 in its yard, but this is not for restoration, it has been used as a local shunter. "We've had the 144 for a long time, but behind the grille it's getting a bit 'flaky,'" says Simon. "It only went off the road in September though. We have used it as a shunter and MoT truck in recent times. We could spend £10k on it and keep it working, but it's too old to be a reliable working truck now. But mechanically it's sound!"

The company also has an old R124.400 4x2 which is now used as the MoT truck. "We've had that from new in 1998. It had an engine rebuilt at eight years old and we refurbished the dual height fifth wheel. It's still a lovely truck to drive and mechanically its sound. Finally there is an old DAF CF85.430 (ex-Post Office) as the yard shunter, but there are no plans to restore this rare Dutchman in a predominately Swedish fleet..

Scania 141

- Year registered: 1979
- Design GVW/GCW: 18/62 tonnes
- Chassis: 5,000mm wheelbase
- Gearbox: Scania GR8070 10-speed
- Engine: DS14 14-litre V8
- Max power: 375hp @ 2,000rpm
- Max torque: 1,480Nm @ 1,300rpm
- Cab: sleeper
- Rivals of the time: Volvo F89, Scammell Crusader

Scania R143E.500

- Year registered: 1995
- Design GVW/GCW: 50/250 tonnes
- Chassis: 5,000mm wheelbase
- Gearbox: GRS900
- Engine: DSC1409 14-litre V8
- Max power: 500hp @ 1,900rpm
- Max torque: 2,130Nm @ 1,000-1,500rpm
- Cab: Topline sleeper
- Rivals of the time: Volvo FH16, MAN 33.502

deteriorate. James likes to take it to shows, and it's been driven to events at Gaydon and even Assen in the Netherlands. More locally it attends the annual Swedefest show in Stonham Barns, Suffolk.

TWO SWEDISH STUNNERS

There is no denying these are two very fine looking Scania. Simon is more than willing to get them out of the shed to line them up for pictures, and even a rainy day in Suffolk does not put us off shooting them from all angles....

The level of restoration is superb on both trucks, and both are head turners when they attend shows.



Scania 143 dash.



Scania 141 dash.



Scania 143 bunks.



Scania 141 bunks.

While it's true you can never have enough restored Scania's, especially the iconic V8 examples, these two really do stand out from the crowd just that little bit more. 🚚



The 143 still has one regular job each year; where its lower height than HCW's current fleet comes into its own.



Simon Wilson, HCW Managing Director, and Scania fan!



Still earning a crust

This fine Mk 1 Foden Alpha was shot back in 2013 but it was working until fairly recently and has been spotted for sale. *James Smith.*

It's always nice to see a Volvo FL7! This P-reg example was on the A10 at Downham Market heading for Wislington. It's owned by a farmer near Thorney who has had it from new. *Ian Moxon.*

Our monthly round up of trucks over ten years old that are still hard at work

A bumper collection of submissions for our monthly look back at old trucks still at work around the country, with pictures from the north of Scotland down to less than sunny Shropshire and East Anglia.

There's old favourites from Foden, Scania, Volvo and ERF, plus Iveco, Mercedes and a DAF 45 series that uses the old Leyland Roadrunner cab dating from the mid-1980s.





This D-reg Volvo FL6 road-rail infrastructure maintenance truck was seen waiting to go to work in Colchester on December 1. *John Herbert.*



Andrew Sheen's Mercedes Atego concrete pump truck dates from 2002, but was pictured in July last year at Cross Hands Commercials. *Chris Newsome.*



Immaculate ERF EC14 belonging to STAS Trailers at Altham near Accrington was seen on December 10 2019. The unit spends most of its time shunting trailers in and out of the workshop. *Chris Newton.*



This version 1 Volvo FM12 had just delivered a mobile home into Iver Village in July 2019. *Alan Bullock.*



Cardiff Rescue's Iveco Trakker 440 8x4 wrecker was snapped on November 21 2019 at Swansea West services on the M4 by J47. Chris Newsome.



Interestingly, those trucks used for specialist work often last longer. This is because wreckers, concrete pump trucks and rail infrastructure trucks and the like tend to accumulate much low mileages so they last that much longer. In addition, their specialist bodywork is often expensive and their operators need to get their money's worth out of them, which also contributes to their longevity.

Add into that, their fuel consumption and payload capabilities are of less of concern to their operators, and indeed, often their drivers are more specialist workers first, lorry drivers second and not the other way round – so the actual truck type is less of a concern!

As more restrictions are placed on trucks entering built up areas, however, even these specialist trucks may need replacing more frequently. 🚚

Back in CT Oct 19 we asked about this Foden 4455 and your editor saw it again hard at work storming up the A1 near Elkesley on November 21 2019. Pip Dunn.

This W-reg Mercedes Atego race team support truck was seen in Wednesbury on November 23 2019. *Pip Dunn.*



Old DAF 45.150 with a beavertail body was seen in Bewdley on November 22 2019. *Pip Dunn.*



TG Trans' Scania R143M.500, with appropriate registration L500DGA, was at work in Scotland on May 7 2019. *Ian Lawson.*

WHAT IS AVAXHOME?

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Winners and



losers

The Truck Years goes back just the 35 years to 1985; a relatively quiet year for the majority of heavy truck manufacturers all looking to consolidate their positions



The year 1985 opens with Mercedes' new lightweight LN2 winning the International Truck of the Year with 71 votes, but overall the year gets off to a slow start with more examples of bad news – such as major losses by many manufacturers – overshadowing anything new.

But by the summer there is a lot of change with new trucks from Volvo, Renault and Mercedes amongst others, but 1985 is, on the whole, a suspiciously quiet year for the UK manufacturers, although Leyland, ERF, Foden, Seddon Atkinson and Bedford are all still producing heavy trucks – it's just they are feeling the squeeze from the Swedes, Germans and Dutch...

MONTH BY MONTH

Volvo announces updates to its brakes on its heavy trucks in **January**. DAF unveils its Space Cab in the UK, although the first examples were seen in the tail end of 1984 in the Netherlands. It is aimed at taking on Volvo's Globetrotter and appealing to long haul and owner driver operators.

Who says we only of what Europe tells us? The overall maximum GVW in goes Europe up to 40 tonnes on five axles, but the UK steadfastly remains at 38 tonnes. Belgium introduces 44 tonners on six axles...

Over in France, Renault is in trouble with big losses – rumoured to be 10bn Fr – about a £1bn – in 1984, a quarter of which was from the truck building arm. Changes are made in **February** to address this issue.

Scania, Nissan and Hino all look at trying to tap into the American market – the Japanese have an advantage as their cars and vans are already relatively popular in the States. For Scania, it will be a case of trying to overcome a very conservative culture that does not adapt well to change.

German company KFM – Kasierslauterner Fahrzeug und Maschinenfabrik – is probably not a company that is familiar with you, but it developed a massive off road 6x6 oilfield tractor – the Desert Lion, but it ran into problems in 1984 and the company filed for bankruptcy. But after several of its directors have been shown the door after a takeover by Swiss firm BLB Holding, it is looking at the possibility of reviving the project.

LEFT The big truck news of 1985 was the launch of Volvo's FL7 and FL10 mid-weight models to replace the F7 and provide a lighter alternative to the F10. This fine example has been restored by Alexander Anderson.

DAF revamps its engines in its heavy range, the last stand of the old F241 cab before its replacement two years later. Advanced Turbo Intercooling and the Space Cab are new features.



“British haulier Jeff Skellern beats Mercedes into submission and secures the first 2033 model with the wider G-cab in June. Merc had previously refused to sell the cab in the UK market, with the L-cab the biggest cab available. It still takes him ten months to finally get it on the road...”

Into **March** and Bedford announces, following a drop in sales by 5,000 vehicles, it too made large losses in the previous year - £62m – but a drop in the ocean compared with Renault! The latter hints that it might sell its stake in Mack to help stabilise the business.

It's better, but not wonderful, news from Leyland in **April** after it too announces losses of £49m, but that is an improvement on the previous year of £66m so it's moving

in the right direction. But history tells us these losses are unsustainable...

Continental haulier Brit European puts an unusual MAN 19.321 with underfloor engine on the road, allowing it to have a ridiculously short cab with roof-mounted sleeper pod to maximise the load bed length. It's a 4x2 operating as a drawbar with a two axle trailer so grosses at 32 tonnes with a good power to weight ratio.

Another name you may not have heard of is Fresia – a family-owned Italian manufacturer which builds 12- and 17-tonne 4x4 rigid trucks for mountain region work. It launches its range at the Turin Truck Show in **May**.

Iveco reveals its new 'Total Efficiency Concept' (EC) tractors which are mainly a facelift of the existing range. Engines are the 304hp or 381hp and they are available as 4x2s and 6x2 – the latter, bizarrely, only with the smaller engine output. The cabs get a new look interior and the propshaft is improved.

Mercedes – which already owns Freightliner – launches its European NG models in America with the 32-tonne LPS1525 model aimed at the mid-weight market.

Texaco puts a modified Leyland 1729 Roadtrain on the road, with a lifting tag axle on the rear on the existing wheelbase as a solution for 38 tonne running on six axles. Two of the trailers axles can lift as well so the truck can run on 3, 4, 5 or 6 axles. Sticking with Leyland, it also launches a 4x4 version of its Freightier aimed at short wheelbase tipper operators with lots of off-road work.

British Haulier Jeff Skellern beats Mercedes into submission and secures the first 2033 with the wider G-cab in **June**. Merc – which has gained a reputation for



ABOVE Iveco revamps its range with two new engine options for its heavy trucks range; the 220.30 was aimed at 38 tonne operation, but if 304hp was not enough, a 381hp version was available – initially only as 4x2.

only selling the trucks it wants to sell in the UK, rather than offering buyers a wider choice – has previously refused to sell the cab in the UK, with the L-cab the biggest cab available. It still takes him ten months to finally get the truck on the road.

Scammell wins an order for 50 6x6 S26 dump trucks with the British Army. Merc enhances the appeal of its award winning LN2 range with a twin-bunk sleeper cab option even on the 7½ tonne model – it's still rare to see sleepers at this weight class. Austrian manufacturer Steyr offers the 12-speed Eaton twin splitter in its 91-range of heavy trucks.

In **July** the Greater London Council (GLC) announces its night time and weekend ban on lorries over 16-tons in the centre of the capital will come into force in December. The government had tried to get the ban suspended.

Renault is to offer the Club of Four cab on a lightweight bonneted Mack truck for the US market. In Europe, it now offers a 389hp R390 version of its Turboliner R range but UK operators will be more interested in the 290hp version of its G series – also with a Cof4 cab due at the end of the year.

Scania launches an 8x4 version of its R142 Intercooler, but the 420hp truck is not destined for the UK – it's aimed at Scandinavian timber hauliers using it as a prime mover on 60-tonne-plus drawbar applications. Saab-Scania also announces it made a healthy profit on the previous financial year – the truck division alone making £285m.

Volvo is also doing well, especially in the UK, with sales up approximately 10% and close to double the number of chassis the



ABOVE Merc's LN2 range starts to hit our streets in volumes and the range is expanded from 7½ tons to include 11 and 13 tonnes as well, plus a twin bunk sleeper cab option.

company sold in its homeland of Sweden. 1,600 trucks were also built by the firm in Irvine in Scotland, although that was only a small fraction of the company's production of nearly 41,000. But it did roughly equal the number of trucks built by both Foden and ERF in the UK.

Leyland plonks a 400hp Perkins eagle E400i engine in a Roadtrain tractor to give it a real meaty flagship to try and woo owner drivers.

There's lots of good news in **August** with launch after launch after launch from some of Europe's biggest manufacturers. Mercedes announces its new 1644 model – with a massive 435hp intercooled OM422LA V8 engine – and the shock

development is it will be available in the UK – and with the G cab! There is, however, no 2044 twin steer version. At the same time, the 1635 and 2035 models are announced to replace the 1633 and 2033. These will have a 354hp straight six.

But the launch is kind of overshadowed by Volvo's unveiling of its new FL6, FL7 and F10 models. The latter two are a replacement for the F7 model, with the FL10 also a lighter alternative to the heavier long haul F10 which it shares its drivetrain with.

The FL6 will replace the F6, which, like the F7, uses the old Cof4 cab, although in the case of the FL6, the new cab does share some similarities in appearance. Both models are available with day or sleeper cabs. The FL6 is a 4x2 rigid only, with two TD61 engine options of 180 and 207hp at 12, 14 and 16 tons. The FL7 is available as a 4x2, 6x2, 6x4, 8x2 or 8x4 rigid with either 230 or 245hp TD71 engines or a 4x2 or 6x2 tractor while the FL10 – with its 299hp TD101 engine – is available initially only as an 8x4 rigid and 4x2 and 6x2 tractors.

There's also minor tweaks from MAN with the 16.331 and 16.291 replacing the existing 16.321 and 16.281 models after the engines were boosted by 10hp each. They share the same straight six with the existing 19.361 model.

DAF unveils its ATi – Advanced Turbo Intercooling – versions of its established 11.6-litre engine which is available in the 288hp 2800ATi, 330hp 3300ATi and 373hp 3600ATi – the latter is a wholly new model. Cabs are day, sleeper and the new Space Cab options and chassis are a mix of 4x2, 6x2 and 6x4 artics and rigids for drawbar operations.



ABOVE The Mercedes 1644 is new in 1985 and aimed at being a new top-of-the-range truck aimed at continental hauliers and used a 435hp, V8 engine.

And while all this was going on...

It will be at least another decade before the internet really starts to become a part of everyday life, but on January 1 the Domain Name System is created and the same day, the first UK mobile phone network launched by Vodafone. Six days later, Cellnet launches the second!

Sticking with phones, on January 17 British Telecom announces it is to phase out red telephone boxes. On January 21 Ronald Reagan is sworn in for a second term as President of the United States. The border between Gibraltar and Spain reopens on February 4 for the first time since Franco closed it in 1969.

February 19 sees the first episode of *EastEnders* broadcast on BBC One. On February 28 the Provisional Irish Republican Army carries out a mortar attack on the Royal Ulster Constabulary police station at Newry, killing nine officers in the highest loss of life for the RUC on a single day.

Mikhail Gorbachev becomes General Secretary of the Soviet Communist Party and leader of the Soviet Union on March 11 while the same day Mohamed Al-Fayed buys the Harrods.

On March 18 Australian soap opera *Neighbours*, debuts on Seven Network. There is progress in South Africa when, on April 15, the ban on interracial marriages is ended. On April 23 Coca-Cola changes its formula and releases 'New Coke' but the response is overwhelmingly negative and the original recipe is back on the market in less than three months.

There is a tragedy on May 11 as fire engulfs Bradford City's Valley Parade stadium during a match with Lincoln City, killing 56 people. Football suffers another major blow a few days later on May 29 when 38 spectators are killed in rioting on the terraces during the European Cup final between Liverpool and Juventus at the Heysel Stadium in Brussels.

The Schengen Agreement is signed June 14 between certain member states of the European Economic Community, creating the Schengen Area, a bloc of initially five states with no internal border controls. On July 13 the Live Aid benefit

concerts in London and Philadelphia raise over £50m for famine relief in Ethiopia. Richard Ramirez, the serial killer known as the Night Stalker, is captured in Los Angeles on August 31.

September 1 sees the wreck of the RMS *Titanic* – which sank in 1912 – is located in the North Atlantic using side-scan sonar by a joint American-French expedition led by Dr Robert Ballard and Jean-Louis Michel.

The Brixton riots occur on September 28 having been sparked with the shooting of Dorothy Groce by the Metropolitan Police. On October 3 the Space Shuttle *Atlantis* makes its maiden flight.

The first Nintendo home video game console is released in the United States on October 18. On November 9, 22-year-old Garry Kasparov defeats Anatoly Karpov to become the youngest-ever undisputed winner of the World Chess Championship. On November 20 Microsoft releases the first version of Windows.

People born in 1985 who would go on to fame and fortune are Formula One world champion Lewis Hamilton (January 7), actress Keira Knightley (March 26), French tennis player Jo-Wilfried Tsonga (April 17),



Ireland win the Five Nations Championship series while in Snooker the World Championship sees Dennis Taylor beat Steve Davis 18-17 in one of the greatest snooker matches of all time. On the tennis courts, Wimbledon titles are taken by Boris Becker and Martina Navratilova.

The best-selling singles for the year are

The Power of Love by Jennifer Rush, *I Know Him So Well* by Elaine Paige and Barbara Dickson and *Into the Groove* by Madonna. On the albums front *Brothers in Arms* by Dire Straits is top of the sales chart followed by *No Jacket Required* by Phil Collins and *Like a Virgin* from Madonna. But it's not all bad as Rush release *Power Windows*, *Misplaced Childhood* is released by Marillion, REM deliver *Fables of the*

Reconstruction, *No Rest for the Wicked* is released by New Model Army and there's *Phantasmagoria* by the Damned.



popstar Lily Allen (May 2), American swimmer Michael Phelps (June 30), footballer Wayne Rooney (October 24) and American actress Kaley Cuoco (November 30)

The year sees the deaths of Doctor Richard Beeching, Chairman of British Rail, on March 23, Scottish football manager Jock Stein on September 10, Welsh designer Laura Ashley on September 17, American actor Rock Hudson on October 2, actors Yul Brynner and Orson Welles both on October 10 and English poet and novelist Philip Larkin on December 2.

In sport, Everton win their first league title and the European Cup Winners' Cup but they lose in extra-time to Manchester United in the final of the FA Cup. Kevin Moran becomes the first player to be sent off in an FA Cup final at Wembley. Norwich City win the League Cup, beating Sunderland; but both teams also end up being relegated to the Second Division.

The Giro d'Italia and Tour de France are both won by Bernard Hinault of France. In golf the Masters is won by Bernhard Langer while Sandy Lyle secures the British Open.

The big steeplechase races are the Cheltenham Gold Cup won by *Forgive 'n Forget* and the Grand National by *Last Suspect*. The Derby is won by *Slip Anchor*.



General Motors has 'talks' over a possible purchase of Leyland, but it does not come to anything... Ford's Cargo range, built in Brazil, is put on sale in Canada.

After all the launches of the previous month, in time for the **September** Frankfurt show, the following month is a lot quieter with the 1644, 3600ATi, G290 and FL10 models all 'officially' unveiled at the showcase event.

There are further suggestions that the GM takeover of Leyland is a goer – and that could spell the end for Bedford's TM range, which is beginning to show its age.

In **October** DAF announces it will replace its entire range by 1990 and also it will enter the sub-16 ton market in the UK – it has the 700 and 900 range – with the Cof4 cab – on sale in Europe. This is the first noise that the F241 cab is on its last legs – and indeed a new cab does appear in 1987 for the heavy range – the 95 Series – and in 1992 to replace the F198 models – the 85 Series.

The Renault G290 finally breaks cover in the UK. The truck comes as 4x2 and 6x2 tractors with the cab having a slight rise on its roofline to give more headroom. Under this cab is a 9.8-litre engine developing 287hp and it supplements the existing G260 model which is found to be a little underpowered for 38 tonnes. At the same



ABOVE The Renault G290 is aimed squarely at UK hauliers – offering 287hp as 4x2 and 6x2 tractors for 38 tonnes and a better option than the weaker G260.

time, a new G230 4x2 32-ton tractor is launched giving Renault a decent range of engine in its mid-weight category. Leyland's T45 range gets new interior trim, a deep red replacing the initial grey

Several proposals for new infrastructure to connect the UK with France are unveiled – and immediately the project attracts its opponents. One is a £2bn tunnel, one is a £4bn bridge while there is an 'uncosted' 'tunnel within a bridge'. The tunnel wins, and is opened in 1994.

Merc really starts to take the UK market that bit more seriously with the launch of its 3025K 8x4 rigid – aimed mostly at tipper operators. It uses the 247hp 14.62-litre V8 engine, so it's no lightweight nor performance model. It is officially shown off in late **November** at the Scottish Motor Show

The GLC lorry ban is postponed until January 31 1986, while Seddon Atkinson unveils changes to its engine for its 201 range with the 358 engine dropped and Pegaso 145/170hp engines offered instead.

There are changes to the legal driving hours allowed for truck drivers to bring the UK in line with Europe and drivers can now drive nine hours a day as opposed to eight.

Leyland offers a low-height crew cab on its Freighter models for refuse operations. Over in Japan, the Tokyo Motor Show is held with manufacturers like Hino trying to match the Europeans – with its high roof SH with a 320hp V10 engine. But it was aerodynamics and smooth bodies that is the key trend to be seen with Isuzu and Mitsubishi both showing of sleek inner urban rigids.

Merc unveils the 1114, 1314 and 1317 11/13-ton rigids with the LN2 cab and the 134 and 169hp engines used in the 1213 and 1617 models.

There is no shock in **December** when Volvo's FL6/7/10 range scoops the International Truck of the Year award. At the same time, Volvo announces it is to launch its FL4 7½-tonner which will use the same cab as the FL6 but have the 3.6-litre TD40 engine at 140hp.

And finally, for 1985, MAN is to team up with Paccar and sell its 7½-ton Brazilian built models in America which brings our review of the year to a nice conclusion. 



ABOVE As well as introducing the FL7/10 models, Volvo also replaces its F6 with the FL6 with a new cab, as seen on this skip loader in Elgin in 1990.

2020 SHOW CALENDAR

The 2020 calendar for truck shows continues to take shape, so plan your year ahead with CT's new Show Guide!

Our two page show guide offers a great monthly guide to the truck shows that you can look forward to in the year ahead, and we've added several more events to the diary.

It will allow you to plan ahead, avoid booking holidays or weddings on key weekends, or simply get accommodation booked. Or perhaps you need to get your truck booked in to display? Or perhaps you are looking for a truck show close to you?

As the events season draws nearer, we'll showcase one event each issue with more details – and a few pointers as to why you need to attend!

If you have a show you want adding to this guide, please drop us a line because the events diary for 2020 continues to take shape. Please send an e-mail to pip.dunn@kelsey.co.uk with all the details and we will add it.

Apr 18

Grampian Truck Show

Thainstone Agricultural Centre, near Inverurie, AB51 5XZ
www.eventbrite.co.uk/e/vehicle-entry-form-grampian-truckshow-2020-tickets-75738779729

Contact: Ally Shaw
07852 730217

A great charity truck show for the North of Scotland, open from 0900.

Apr 28-30

Commercial Vehicle Show

National Exhibition Centre
Birmingham
[@TheCVShow](https://cvshow.com)

Trade show highlighting the latest vehicles from most of the major manufacturers.

May 8-10

Llandudno Transport Festival 2020

www.llantransfest.co.uk

Some great old trucks at the growing Llandudno transport festival, which has road runs on the Saturday and Sunday.

May 9/10

Truckfest Peterborough

East of England Showground
[@Truckfest_Live](http://www.truckfest.co.uk)
01775 768661

*info@livepromotions.co.uk
The showpiece event of the annual Truckfest series of events.*

May 16

Truck In2 Grantown

The Show Field, Grantown-on-Spey, PH26 3HX
Scottish show in the beautiful Highlands, open from 1000-1700.

May 16/17

Devon Truck Show

Smearharpe Stadium, Clayhidon, Honiton
www.devontruckshow.co.uk
The best trucks in the West Country.

May 30/31

Truckfest North East

Wolsingham Showground
Truckfest heads to the North East.

Jun 13/14

Foxfest

Foxhall Stadium, 27 Foxhall Rd, Kesgrave, Ipswich
www.facebook.com/events/861842894231534/
The popular Suffolk truck show returns for another year.

Jun 13/14

Classic and Vintage Commercial Show

British Motor Museum, Gaydon, CV35 0BJ

www.britishmotormuseum.co.uk/events/classic-and-vintage-commercial-show
Restored trucks from the 1950s onwards.

Jun 13

Truckness 2020

Clune Farm, Dores, near Inverness
www.trucknessinverness.com/2018-event-info
Showcase event for the Scottish Highlands.

Jun 20/21

Thirsk Truck gathering

Thirsk Farmers Auction Mart & Rural Business Centre, Blakey Lane, Thirsk, YO7 3AB
www.facebook.com/events/390290225004780/
Popular show in North Yorkshire, with plenty to see for all the family.

Jun 20/21

Kelsall Steam and Vintage Rally

Churches View Farm, Kelsall Road, Ashton, near Chester, CH3 8BH
www.kelsallsteamrally.co.uk
Indisputably one of the best shows of the year; expect hundreds of ERFs!

Jun 26-28

Trucker & Country festival

Interlaken, Switzerland
www.truckerfestival.ch
Ignore the country music, there's hundreds of great trucks from Switzerland and beyond!

Jul 4/5

Truckfest West Midlands and Wales

Three Counties Showground, Malvern
Truckfest for Wales, the Borders and Midlands.



ABOVE There's always plenty to see, old and new, at Truckfest Scotland, and this year's event is being staged on August 1/2 – as always at the Ingliston showground near Edinburgh.



ABOVE June 13/14 is the weekend set aside for the first of two great shows at Gaydon, with a host of trucks expected at both.

Jul 4/5

Full of the Pipe Truck Show

Punchestown Racecourse
Irish truck and music festival in
Kildare, Ireland.

Jul 17

Cumbria Charity Truck Fair

Borderway Market, Montgomery
Way Carlisle
Charity truckshow raising
money for MacMillan Cancer
Support

Jul 25/26

Truckstar Festival

Assen TT Circuit, Netherlands
<https://truckstar.nl/truckstar-festival-home/english-information/>
festival@truckstar.nl
Amazing festival of trucking in
the Netherlands. If you've never
been.... go!

Jul 26

Peterhead Truck Show

Peterhead Community
Education Centre, York Street,
Peterhead, AB42 1SP
www.eventbrite.co.uk

Scottish show returns after a
12-year break.

Aug 1/2

Truckfest Scotland

Royal Highland Centre,
Ingliston, Edinburgh
The biggest truck show in Scotland.

Aug 8/9

Wessex Truck Show

Yeovil Showground, BA22 9TA
www.wessex-truck-show.co.uk
01935 507506 or
info@wessex-truck-show.co.uk
The big Yeovil truck show
returns after a year off.

Aug 15/16

Truckfest South East

Hop Farm, Kent
The South East gets its
Truckfest fix.

Aug 19-22

Elmia Lastbil

Elmia, Jönköping, Sweden
www.elmia.se
37th anniversary of Nordic
region's largest truck fair; well
worth a visit.

Aug 22/23

Convoy in the Park

Donington race track
The show for those who like
Scania's with bull-bars and truck
racing.

Aug 28-31

Barnard Castle Truck Show

Streatlam Farm, Barnard
Castle, County Durham,
DL12 8TZ
Another great event in the North
East for truck fans.

Sep 5/6

Truckfest South West

Royal Bath & West
Showground, Shepton Mallet
Truckfest show for the Avon
area.

Sep 12/13

Retro Truck Show

British Motor Museum, Gaydon,
CV35 0BJ
www.britishmotormuseum.co.uk/events/retro-truck-show
Getting bigger and better every
year the RTS is the 'must
attend' show of the year!

Sep 19/20

Truckfest North West

Cheshire Showground,
Knutsford
The penultimate Truckfest show
of the year heads to the North
West.

Sep 19/20

Swedefest

Stonham Barns, Pettaugh
Road, Stonha Aspal, IP14 6AT
www.swedefest.org.uk
Large gathering of Scania's and
Volvos in Suffolk.

Sep 24-30

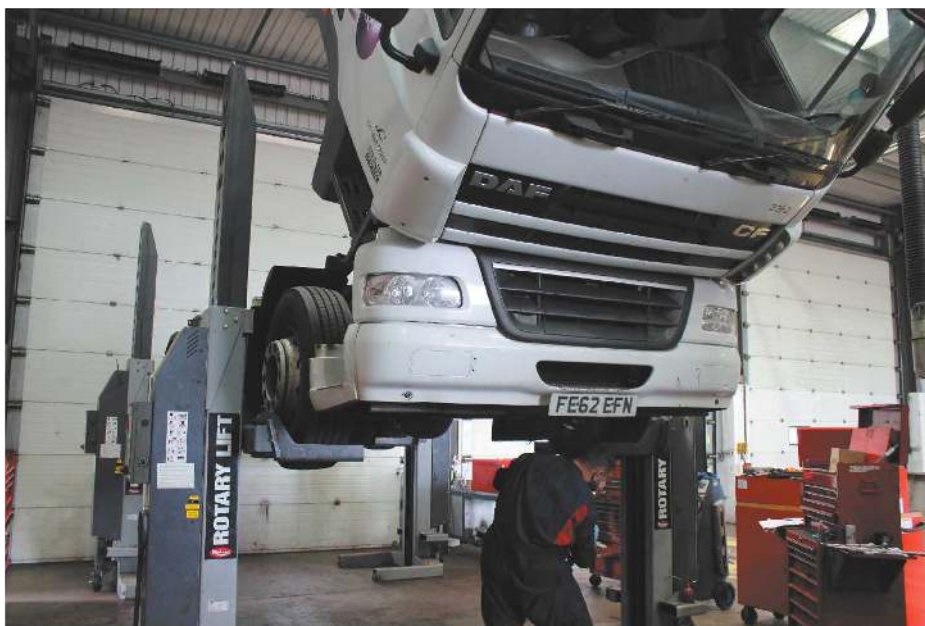
IAA, International Motor show

www.iaa.de
Annual trade show in Hannover,
Germany with all the latest kit
on display.

Oct 3/4

Truckfest Original

Newark & Notts Showground,
Newark
The final Truckfest show of the
year, and it's always a good
one.



ABOVE Forging a good relationship with your local dealer is essential as they will have equipment – like jacks – that you may well not have, but which you may need from time to time.

Preparation for restoring an old truck

In part 4 of our look at becoming a classic truck owner, we turn our attention to the hard work that is restoring the vehicle and offer some tips in the preparation and planning needed

If anyone has held off buying a classic lorry having read parts 1-3 of this series, this issue we look at the complex issues that surround the actual art of restoring the vehicle and look in detail at the preparation needed beforehand.

And here's a fundamental fact you **MUST** take on board before you buy a classic truck. Be under no illusions, any classic vehicle – car, lorry, tractor – is a financial drain on you the moment you get it home. If you have no funds to repair and restore it then you'll be pretty much stuffed from day one.

There. I've said it. If your wallet is not wedged full of £20 notes, or your bank balance is not healthier than an Olympic athlete, you may want to think twice in the first place about buying an old truck.

SPARES: NOT ALL GLOOM!

But it's not all doom and gloom. A tip to a loving relationship with your classic truck is this – start buying spare parts from day one! Scour eBay, Facebook marketplace, scrapyards, the internet – all sorts of places. Snap up any parts as and when you see them for a good price even if you don't need it there and then.

Of course, show caution when buying parts over the internet from an 'unknown' or unproven source – check with fellow classic owners that these outlets are reputable.

Trawl breakers yards – if you pass a yard and have the time call in, do so. Have a look around, see what vehicles are dumped there and what useful parts they have left on them. Then either arrange to get them removed and take them away there and



then, or make a note of what was there and – bearing in mind they might not be there the next time you pass – decide if you want to do a deal there and then for later collection or arrange a revisit as soon as possible.

But I appreciate spontaneous stopping at random breakers yards is not always easy due to time, nor is harvesting a shed load of spares as you might not have the means to take them away with you!

But if you can't stop when you pass, again, make a note of the breaker and try to revisit at a more convenient time – or even just call them to see what they have.



ABOVE A good working environment, with lots of room and tools is always vital. Make sure it is secure, safe, clear of trip hazards... and has a kettle!

Places like Rush Green Motors – featured in CT Feb 20 – are superb for getting parts.

Liaising with the owners of similar trucks or brands is also vital as they will be able to help you source spares, assist on repairs or even sell or loan you the part(s) as and when you might need them.

The older the truck gets the more valuable spare parts become which also means you need to grab them when you can and that in turn means you'll need a place to store them. A spare cab, of example, can be cheap to buy and yields lots of spares such as doors, panels, windows and so on, but

you'll need to have the resource to collect it and store it.

And a 'mainly complete' truck is an even better source of spares. Any truck advertised for sale as 'spares or repair' is also likely to be cheap to buy and rich in useful bits for the future wellbeing of restoring your truck or simply repairing it as and when a part does fail.

Again though, remember if you snap such a vehicle up, you'll need to transport and store it and if it's not roadworthy – which is most likely – you ain't going to be able to drive it back to your shed/yard, or even tow

it. You'll need a low loader! More cost to budget for.

YOU WILL NEED SOME HELP!

We've discussed in previous issues that additional manpower is also vital to restore a truck. You'll need some good, and reliable, help from others. Some jobs simply need more than one pair of hands to get them done efficiently and safely! A lot will depend on what level of expertise you have. If you are a rookie, you simply must have the ear – and dirty hands – of someone who knows their way around a truck.

For example, if you need to change an engine, you can't realistically do it on your own. Additional help also will reduce the length of time it takes to restore a truck.

And time is another vital resource. If you work ten hours a day, with an hour's commute each way, and then have a family to come home to, your time will be precious. If on top of that hard week at work you then spend all weekend tinkering in the shed with a truck, the chances are you may end up on a fast track to a divorce...

Seriously, if you haven't got the time to tinker and play with your truck, you might be on a hiding to nothing. Don't let a truck ruin your home life! Even if it's a Foden! The support of a loving partner cannot be underestimated.

GET THE RIGHT SPACE

You'll need lots of space to restore a truck and - as we have mentioned before - good undercover accommodation so you can work in the warm, dry and clean environment.

And in that covered accommodation, you'll need enough space to get good



ABOVE Dealers can also still be a good way to get specialist and original spare parts and you'll be surprised what is still available in their parts catalogues.

access to the vehicle, with sufficient space around the truck to leave parts and tools close to hand (yet not trip over them!)

You'll also need a kettle and fridge in your shed - a good supply of tea and coffee is

vital for the restoration team...!

Make sure your working environment is clean and also safe - bereft of trip hazards or dangerous electrics or dodgy roof panels. If your working space is rented





ABOVE A nice dry, clean, secure and warm shed is a must for both the restoration period and for storing the vehicle after it has been turned into a showpiece machine.



accommodation, make sure you have a clear access agreement in place so you are not restricted in the times you can access the truck to work on it.

A GOOD SET OF TOOL IS A MUST

You'll need a decent set of tools to maintain and restore a truck, and these do not come cheap either. A really good tool kit with lots of kit can be as much as £2,000 but shop around, be prepared to buy second hand or in instalments. But ask for advice on what tools you need and what are the most important.

Failing that, look to borrow tools from friends and other restorers – but remember to return them straight away after use or else you'll become unpopular. And if borrowing tools from various sources, don't get them mixed up – remember who owns them, and give them back within the timescale agreed!

And remember to look after tools as well don't let them get rusty, damaged, broken or lost!

LEARN THE SKILLS

If you are mechanically minded, or even better, knowledgeable on the workings of a

LEFT Scrapyards are a vital source of spare parts, especially for older trucks. These examples of an old Volvo FL6, DAF 75CF and ERF EC14 still have plenty of parts to offer the truck restorer.

truck, then that is half the battle potentially won. But there are other skills you may need to learn – or buy in.

Welding, for example, is not a simple task any Tom, Dick or Harry can do on the basis of watching on YouTube 'tutorial'! Get training on this is a pretty useful skill – or otherwise, make sure you have access to a good, competent and affordable welder.

You also should forge a good working relationship with the local dealer of your marque. If it's a Foden, that means the local DAF dealer, if it's an ERF then MAN support them and if it's a Seddon Atkinson, then it is possible Iveco dealers may still be able to help with parts.

But Scania, Volvo, DAF, MAN, Iveco, Mercedes and Renault dealers should still be able to help with the majority of parts for older – out of production – trucks. At least have a word, you might be pleasantly surprised what they can still source – even for vehicles from the 1970s!

Of course, dealer-bought parts tend to be more expensive, but they will be new, and in some case it may be the only way to get hold of certain bits. A good relationship with a dealer will also be helpful if the truck needs servicing or when it comes to MoT time. 🛠️

Next issue we'll look at some tips for the actual restoration of the vehicle.

Merc memories from the '70s

From 1968 to 1983, I worked for Consolidated Land Services of Immingham. It was based half a mile from Killingholme Vehicle services. At first we had Guy Invincibles and Warriors and then ERFs and then the Guy Big J4T.

The head office was a Guy agent while others parts of the group had Dennis agencies such as H&L Garages at Workington and Sellers and Batty in Peterborough.

When H&L set up in Killingholme, it started sell Mercedes trucks and one of the first ones was put at the Immingham Depot in 1971, a 1418 registered BFW126K.

The Mercedes was a big change from Guys, the last of which was registered BFW123K. I believe these two trucks were displayed at Earl's Court motor show in the same red colour scheme.

Consolidated merged with East Coast River services which controlled Immingham

dock and surrounding area. So if you bought a Mercedes truck you were assured to get plenty of work from both Immingham docks and Scunthorpe steelworks.

The Mercedes LP2419 six wheeler rigid pictured on page 22 of CT Jan 20 came from there for Humber's when Geoff Hallam was in charge.

Paul Brewster, Estuary Freight Services Ltd



This American Ford at Rush Green Motors featured in CT Feb 20 has been identified as a C850 model that used to be an airport de-icing truck. The vehicle is set to be bought for restoration.

Some info about that American Ford

Hello! I would like to say what a fantastic magazine *Classic Truck* is, I have always brought it from day one. I absolutely loved the feature on Rush Green Motors (CT Feb 20).

Regarding the American Ford pictured, I can confirm it is a C850 model which has a big

block V8 petrol engine and auto gearbox.

I am in the middle of trying to buy it. The truck runs sweet as a nut! It was previously de-icing lorry for keeping runways clear of ice at airports. As these kinds of bodies are so expensive, that was removed and lives on

attached to a Mercedes chassis.

I've brought a Bedford RL recovery lorry from Rush Green just wondering if you managed to get a picture of it?

Many thanks and keep up the great work.

Clint Barker

Thanks for those kind words and the information regarding the American Ford. The only picture I took of a Bedford TL during my Rush Green visit was of a rotten and damaged cab. Sadly the weather was not brilliant so I couldn't shoot everything that was there! – Pip

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Please note: 'Vintage Roadscene Archive' is a continuation of the previous 'Road Haulage Archive' series and this is the 27th title published so far. You can buy individual copies at WH Smith and other high street retailers, order singles copies, including back issues, from the publisher, or take out a subscription and save 25% on the shop price.

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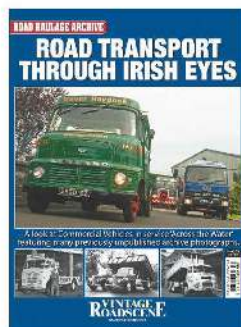
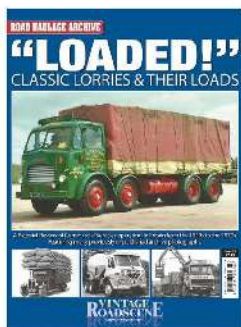
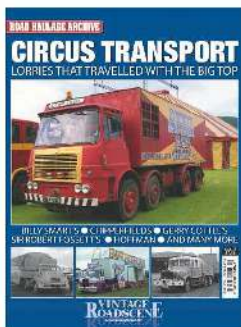
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Promotional material



When manufacturers launch new models, they go on a promotional drive to woo customers – existing and new alike.

We present a few images from the DAF archive used to launch its new 95 series in 1987. 🚚

ABOVE The Cabtec cab came in four main types – day, top sleeper pod, sleeper (right) and Space Cab high roof (left) – and the 95.380 with a Space Cab was the top of the range at its 1987 launch.

LEFT The 95 was launched across Europe with three initial engine choices – 310, 350 and 380hp.



ABOVE In the UK, the trucks were marketed as Leyland DAFs and while the 95.310 may have been seen as the most appealing to hauliers, The reality was the 95.350 and 95.380 were actually more suited for UK operations at 38 tonnes.



ABOVE A promotional image of a right hand drive Leyland DAF 95.380 with Space Cab. The first 95s appeared on E-plates in the UK.



RIGHT A nice shot of a 95 Series with its cab tilted to reveal the 11.6-litre straight six engine.

Border patrols!

Wobbe takes a break from a family holiday to shoot a few trucks, many of them at the Dutch-Belgian Border



LEFT Finnish truck manufacturer Sisu produces general haulage and a range of military trucks. A major part of its production is exported all over the world. This Estonian SM series tractor unit, fitted with a high roof cab, is powered by a Cummins engine, producing 385hp. It was seen at the Dutch-Belgian border at Hazeldonk pulling an three-axle tilt semi-trailer.

In the autumn of 1996 I travelled to France to have a short holidays in Paris. It obviously was intended to treat our children to a two-day visit at Disney World Paris. But we have also seen a lot of this famous city, including all the highlights such as the Eiffel Tower, Louvre, Notre Dame and Monmartre.

On our way to France we crossed the Dutch-Belgian border near Breda and

followed the motorway through Belgium into France. During this trip I encountered some very interesting trucks at the Dutch-Belgium border and along the motorway service areas in France. As it was already late in the year the light and weather was not always good, but I managed to take quite a few nice pictures, of which some are shown here.

The rest of the photographs have been taken much nearer to my home. In fact, all were taken in a 20-mile radius in the winter period of 1996/97.

It is a mixed selection, showing a brick carrier, livestock vehicle, concrete mixer, scrap carrier, box-van drawbar combination and a bulk tanker.

Enjoy! 🇳🇱



LEFT A mighty Volvo F16.500 Globetrotter tractor unit coupled to a refrigerated semi-trailer. It was photographed at a motorway service area near the Belgian village of Nazareth. The Dutch-based combination was contracted to a slaughterhouse, which exported its products to various European countries. The F16 was built in 1992 and powered by a 16-litre TD162FL engine, which produced 500hp.



LEFT This brand new, 1996, Scania R113M.380 Streamline, was registered in the Netherlands and did regular trips from Schiphol Airport to other airports all over Europe. As it was photographed along the A1 motorway in northern France between Lille and Paris, it is likely that it was on its way to either Orly or Charles de Gaulle airport near Paris. The Dutch-built Van Eck Unitrans semi-trailer was loaded with refrigerated air cargo.

RIGHT Two Spanish Scania R143 tractor units are having a rest at the A1 motorway service area near Bapaume in northern France. One being a R143M.450 model, and the other a R143H.420 Streamline, both owned by the same operator. They pulled refrigerated semi-trailers, fitted with Carrier fridge equipment.



LEFT DAF introduced its spacious Super Space Cab, fitted to the 95-series, in 1994. Besides the in-house built DAF engines, it could be powered by a 14-litre Cummins N500E engine, which produced a little over 500hp. This is a Spanish tractor unit, fitted with a 430hp DAF engine and pulls a Spanish-built Lucas refrigerated semi-trailer fitted with Thermo King fridge equipment.

RIGHT Nearer to my home, I found this very nice Scania R143H.420 Streamline brick carrier, which was built in 1996. It pulled a specially-designed, Dutch-built, Kennis semi-trailer fitted with aluminium drop sides. The heavy loading crane was also a Kennis product. The semi-trailer was fitted with three axles in wide-spread configuration and the third axle was steered, while the first one was liftable. Gross weight of the whole combination was 48 tonnes.



LEFT This spectacular Scania R143H.420 was fitted with an Estepe high-roof conversion, which was added by the Dutch company to quite a lot of Dutch and foreign Scania 3-Series. The photograph was taken in February 1997, which explains its weathered condition. It was powered by the well-known Scania V8 engine, in this case producing 420hp. The three-axle livestock semi-trailer was fabricated in aluminium.

RIGHT The Dutch Terberg company produced 6,800 trucks between 1966 and 2013, when it ceased production of its truck range to concentrate on the production of its highly successful terminal tractor range. Terberg built its own chassis and used a lot of Volvo components from the 1970s onwards. This is a five-axle 10x4 driven FL2850WG concrete mixer, which was only a couple of months old when I photographed it in front of the concrete manufacturer's premises. It was powered by an intercooled Volvo D12A engine, producing 420hp. Thanks to its wide-spread axle configuration it could gross at 50 tonnes on Dutch public roads.





LEFT The DAF 2900 and 3200 series, fitted with the old F241 tilt cab, was introduced in 1990 as a cheaper alternative for the then highly sophisticated 95-series, introduced three years earlier. They were only produced for three years. This 1990 FAR3200 drawbar combination was delivered to the Dragt company, which was based near my home. The bodies were manufactured by Heiwo body builders, which were based in the same village. It was powered by a DAF KS-238 ATI engine, which produced 324hp.

RIGHT This impressive Mercedes 2638 drawbar combination was fitted with a SK cab and used for transporting scrap metal. It was built in 1997 and powered by a Mercedes V8 engine, producing 380hp. The truck was equipped with a heavy loading crane, which was fitted between the cab and the high sided steel body.



LEFT A DAF FAD2900, fitted with the old F241 tilt cab, which was built in 1992. It was converted from an 8x4 into a 10x4 axle configuration, by adding a single tyred, steering fifth axle. It transported roof gravel in its huge bulk tank. It grossed at around 48 tonnes and was one of the last 2900-series built.

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1971, POA. 4 x 2 flatbed, Gardner 180 engine, 6 speed David Brown gear box, 2 speed rear axle, power steering and full restoration 2015 Please call 07979 366526, South Glos. 11337

FODEN

ALPHA 3000



2000, 826,000 kms, £5,000. Running Cat 380 engine, 12 months MOT, down rated for show/personal use, Eminox stack, self lube, 4 over 4 with splitter, full air kit, any further questions please call. Please call 07756 692380, County Durham. 10706

ALPHA MK1



1998, 104,000 miles, £4,000. New clutch, brakes, MoT January, alloy wheels, auto lube, 8 excellent tyres, spots, visor, upright stack, sump guard, rear cab window, wet kit and alloy tank. Please call 07836 270562, Derbyshire. 10801

DG 5-7 1/2



1938, £13,000. Rebuilt 12 years ago with new ash frame, cab, hardwood platform body. Gardner 5LW engine and 5 speed gearbox. Please call 07710 256489, Bicester. 10701

FG



1950, £16,500 ONO. Gardner 4LW engine rebuilt in 2010 with a Foden 4 speed gear box. Rebuilt sections of cab and ash lined internally. Re-tyred with radials (still have tubed wheels), renovated and repainted the outer cover of the tank, full history from first registration on the 28th April 1950. Please call 07831 730561, North Wales. 10109

H REG



£6,000 Ono. 6X6 350 Rolls-Royces engine, diff locks on each axle and gearbox. All new brakes, recon turbo, good tyres and 17ft box body. Hydraulic winch and all in good working order. Please call 07811 814288, Devon. 12329

FORD

THAMES TRADER



£6,250. 3 ton drop side 4D partly restored, chassis has been refurbished and painted, body has been rebuilt and painted, cab has been restored and painted and many new parts have been used but needs re-assembly. Please email hawkltd@talk21.com. 11538

THAMES TRADER



1959, £12,500. Artic comes with 20ft taskers vacuum brakes trailer. Good all round condition and drives well. Please call 07930 191334. 11582

GUY

INVINCIBLE



1957, £20,000. Draw bar model with Crane trailer, Gardner 6LW engine, David Brown 5 speed gearbox with booster 1-1.5 (50 mph), airbrakes, Willenhall cab and total rebuild 15 years ago. Please call 078367 78777, North Yorkshire. 10957

ISUZU

NKR 77 DI



2002, 14,319 miles, £450. Chassis cab, low mileage, very good cab, interior, engine and gearbox, failed MoT, brakes and steering box. Spares or repair. Please call 07713 457897, Cornwall. 10218

IVECO

75E15



1996, £1,200 Ono. For parts or restoration, dry stored since 2012, 6 cyl engine, with or without body. Please call 07825 013196, South Lanarkshire. 12112

LEYLAND

BEAVER 12.B/1



1952, 64,000 miles, £8,000. X ray vehicle built, restored 2014 by pyatts. Many jobs done since, strong 0600 engine, drives very well and ready to show. Well looked after and kept inside. Please call 07967 489526. 11881

LEYLAND DAF 45-130



1986, £1,600. Tipper, a good little work horse on the button engine, brakes and all work, etc. Please call 07801 442626, Cheshire. 11110

REDLINE FIRE TANKER



1976, 34,000 Miles, £3,500. Southampton registered, complete with 2000 gallon water pump and hoses. Ideal restoration project, runs and drives and needs clutch. Please call 0035387 9686655, Ireland. 11349

MAN

16240



1978, £20,000. Day cab one or two remains. New clutch plate just fitted and 12 speed 2F box drives perfectly past featured in HC Kan 2009 issue No 229. Please call 0035387 2594032, Ireland. 11959

MERCEDES

814



1994, £3,600. Beaver tail, sleeper cab, 6 cyl, MoT June 2020 and includes some extra bits. Please call 07769 708651, Norfolk.
11646

RENAULT

210 MANAGER



£6,000 ONO. Good runner, 18 tonne gross tipper with tidy aluminium body. Cab needs a little attention. MoT June. Please call 077104 045564, Derbyshire
11779

ROTINOFF

ATLANTIC GR7



1956, 10,000 miles, £POA. The oldest surviving of this model of only three world wide. Rolls-Royce supercharged engine, synchro gearbox, power steering and many other spares. Please call 07931 377297, North Yorkshire.
11260

SEDDON

16-4-470



1965, £POA. Fitted with AEC engine and 6 speed gearbox, with a 23 foot body. Has had a recent professional repaint with easily removed vinyl lettering. In excellent condition throughout. Please call 07484 824036, West Yorkshire.
11073

SCAMMELL

HANDYMAN



1970, £9,000. Tested until Feb 2020 to shed space. Very good condition and ready to show. Please call 07774 005667, Lincolnshire.
12144

MOUNTAINEER



15,000 miles, £POA. Heavy duty winch, Leyland 680 engine and ready to rally. Please call 01293 871561 or 07860 657854, West Sussex.
11415

SCANIA

143 STREAMLINE



1995, £35,000. Recently refurbished, Very good interior, Excellent example of a classic 3 series, MOT until October 2020. Reluctant Sale. No Time wasters. Topline, 420 6x2 Mid-lift. Please call 07767 600044, North Wales.
11765

LB81



1980, POA. Breaking for spares, engine, gearbox and back axle all present and good. Cab completely rotten but all glass and many ancillary items present. Please call 07778 048770, Lincolnshire.
11364

VOLVO

F88



1978, POA. 290 engine, 16 speed gearbox, totally original and solid cab, new tyres and 12 months MoT. Excellent condition inside and out. Please call 07738 123593, Wolverhampton.
10143

F89 CHASSIS ENGINE



£2,750. F89 chassis engine can be heard running gearbox and a hub reduction axle. Please call 07774 415032, Gloucestershire.
11368

FH12



1995, £4,950. CD 4x2 N reg, all CD cab equipment, PTO tipping equipment, 12 speed manual transmission, no MOT and needs restoring but all there. Please call 07970 737294, Somerset.
10291

FH16 6X2



1999, £9,750. LHD, well maintained unit and recent new brakes, radiator and batteries. Alloy wheels with mich tyres, carries RDF reg number and truck runs very well. Please call 07831 384253, Powys.
12334

FL10



1993, POA. 4 over 4 box, very good condition, new test, almost rebuilt by previous owner and owned by us since 2013. Please call 00353 861079629, Cavan Ireland.
11539

FM7 TRAILER

£5,750. 51 plate, FM7 250, 25ft box body, sleeper cab and 18 ton trailer model. Please call 07980 550773.
11981

WHITE

ROAD COMMANDER 2



1983, £35,000 ONO. Very rare right hand drive totally rebuilt, cat engine, road ranger gearbox, original back axle, plated 31 tons, new tyres, new MoT and show ready for work. Please call 01252 400445, Surrey.
11645

TRUCKS WANTED

BMC 5.7

Wanted. Diesel with 5 speed box or just a 5 speed gear box and in good working order. Please call 01709 582898 or 07563 991341, Yorkshire.
12011

PARTS

AEC HALF CAB



£600. In hedge row condition but most of it is there. Please call 07951 993 981, Powys.
12348

BEDFORD CA WIDE DOOR WINDOWS



£90. Please call 07934 082026, Essex.
11873

BEDFORD PARTS



POA. J type new old stock, rear cab panel, door posts plus other new panels. 1932 Bedford chevy gearbox. Please call 00353 2760230, Ireland.
11899

GARDNER SLW ENGINE

£2,250. Good starter and new oil filters. Please call 07979 856122, Cumbria.
12069

FODEN S108/4000 SERIES

1987, POA. Large quantity of Foden parts. Refurbished and second hand, available, owner/driver retired. To be sold as one lot. Please call 07791 876124, West Yorkshire.
11631

NEW TYRES



£200. 2.4 with inner tubs. Size = 9.5-20, heavy duty 9 ply. Please call 07903 768634.
12353

SCAMMELL SECTION



£1,500. Ex shell BP bitumen tank, classic Scammell product and ideal to go behind your MU or highwayman. Please call 01948 880870.
12085

TWO SCAMMELL RADIATORS



POA. Please call 07860 858062.
12020

VARIOUS ALBION PARTS

£3500. 2 front springs for L.A.D or ERGO cab CD21 or CD65. Please call 01706 229845, Lancashire.
12086

VARIOUS BEDFORD PARTS

POA. O/S/F and M/S/F door, front wings, new old stock and wheel cylinders. Please call 07775 774040.
12068

VARIOUS FODEN PARTS

POA. Bedford, TK/KM, cab parts and ERF C series cab parts. Please call 07768 276115, Kent.
12080

VARIOUS PARTS



£55-£125. Compressor air tank, large with cut out switch and pressure gauge, £120 ONO, excellent condition. Air pump, £55. Ford Ranger Bull bar silver unused, £125. Please call 07737 174200.
12251

VARIOUS PARTS

£450. Leyland 400 engine from sprinkler factory system and very few hours. Please call 01706 229845, Lancashire.
12087

VOLVO PARTS



£500. 12 wheel brace sets in holders, 3 tail lift connections and plugs, 3 AIV susies, 16 chrome step rings 10 stud, 2 yellow beacons, 4 Scania handbooks plus more and all new never used. Please call 07966 456794, Stoke on Trent.
11985

VOLVO TAILGATE ALUMINIUM

£120. Please call 01179 793350, Bristol.
11969

WAGON BODIES



£1,575. 10 x 8ft with very good floor as new, hardly used and in very good clean condition. Please call 01524 241994, North Lincs.
11855

PARTS WANTED

4 ANSEN SLOT MAGNETO HUBS



Wanted. In good condition. 70mm insertion diameter. Please call 07860 246900.
11683

BEDFORD TK DOOR PANEL



1970, Wanted. Light brown/beige door panels (RH AND LH) for Bedford TK 1970. Should be in good or mint condition. Please call +358 50 5277 822, Finland.
11258

BEDFORD TK ENGINE

Wanted. 330 diesel. Please call 0788 1582109, Nottinghamshire.
11652

CAB MOUNTING RUBBERS

Wanted. AEC Ergo cab x8. Please call 07788 885274.
11753

FOOTBRAKE AND CLUTCH PEDAL ARMS

Wanted. Bonneted Dennis Pax seven and half ton vehicle. Footbrake and clutch pedal arms complete with pedals. Please call 07850 694042, Kent.
11550

MISCELLANEOUS

3 CORGI DIE CAST MODELS



£30. Volvo artic, Ford cargo truck and Leyland van. Weetabix decals all mint and boxed. Please call 01744 637052, Merseyside.
12014

AUTOJUMBLE



£20. 3 die cast Corgi trucks all excellent condition, 1 artic "Crunchie" decals, 1 long box truck 'Kellogg's', 1 long box truck 'Stobart's' and unboxed well but well packaged. Please call 01744 637052, Merseyside.
12172

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£200. Complete vol 1-23. Please call 07711 927141, Kent.
11628

CORGI GIFT SET



£60. Corgi gift set 10 Mack tank transporter and centurion tank near mint condition with firing shells in original box complete but worn. Please call 07786 385415.
12157

CORGI RECOVERY TRUCK MODELS



£60. 150 Scale both mint boxed cert Scammell BRS. Please call 07786 385415.
12244

DINKY FODENS



1954, £65 each. A deal on three a Corgi ERF and Commer £45 each all inc tracked post selling my collection. Please call 01829 733969.
12104

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CLASSIC TRUCK

Looking forward to

next month

**APRIL
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ON SALE
from Friday,
February 21**



Magnificent Mercedes

An exceptionally rare Mercedes 1626 has been restored to full working glory by Richard Thomas. CT heads over to the Black Country to take it out for a spin!

Plus:

- The Truck Years 2002: A new look Foden Alpha, Seddon Atkinson in decline and the Queen's Golden Jubilee
- History of Leyland: Peter Davies delivers part 1 of a look at the life of Leyland trucks.
- Buying a classic: Part 5 of our guide turns to the hard work – the actual art of restoring a vehicle!

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